# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

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## TIME TABLE

FOR THE

# LOS ANGELES DIVISION

# 165

To Take Effect Sunday, May 27, 1934, at 12:01 A. M.

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**PACIFIC STANDARD TIME (120th MERIDIAN)**

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**For the government and information of employes only.**

| | | | |
|---|---|---|---|
| A. T. MERCIER,<br>*General Manager.* | W. B. KIRKLAND,<br>*Superintendent of Transportation.* | L. U. MORRIS,<br>*Assistant General Manager.* | C. F. DONNATIN,<br>*Superintendent.* |

## VENTURA SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD | Distance from San Francisco | Time Table No. 165<br>May 27, 1934<br>Ojai Branch<br>STATIONS | Distance from Ventura Junc. | WESTWARD |
|---|---|---|---|---|---|
| 17 PWOT | | 412.3 | OJAI<br>1.2 | 15.0 | |
| Spur 3 | | 411.1 | MATILIJA<br>2.2 | 13.8 | |
| 8 | | 408.9 | TICO<br>2.1 | 11.6 | |
| 10 | | 406.8 | OAKVIEW<br>1.7 | 9.5 | |
| Spur 8 | | 405.1 | LACROSS<br>2.2 | 7.8 | |
| 5 | | 402.9 | CANET<br>0.5 | 5.6 | |
| Spur 3 | | 402.4 | WELDONS<br>1.6 | 5.1 | |
| | | 400.8 | ORTONVILLE<br>0.5 | 3.5 | |
| Spur 19 | | 400.3 | WADSTROM<br>0.9 | 3.0 | |
| Spur 3 | | 399.4 | EBBA<br>0.4 | 2.1 | |
| Spur 12 | | 399.0 | CHRISMAN<br>1.7 | 1.7 | |
| | | 397.3 | VENTURA JCT. | 0.0 | |
| | | | (15.0) | | |

Service by Extra Trains Only.

## VENTURA SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD | Distance from San Francisco | Time Table No. 165<br>May 27, 1934<br>Burbank Branch<br>STATIONS | Distance from Burbank | WESTWARD |
|---|---|---|---|---|---|
| W 90<br>E 53 PW | | 445.5 | TO CHATSWORTH<br>3.6 | 21.3 | |
| | | 449.1 | CROSSING P. E. RY.<br>0.1 | 17.7 | |
| 37 | | 449.2 | CANOGA PARK<br>4.2 | 17.6 | |
| 37 | | 453.4 | TARZANA<br>2.0 | 13.4 | |
| 33 | | 455.4 | ENCINO<br>3.0 | 11.4 | |
| | | 458.4 | CROSSING P. E. RY.<br>0.0 | 8.4 | |
| 39 | | 458.4 | VAN NUYS<br>1.5 | 8.4 | |
| 38 | | 459.9 | KESTER<br>1.3 | 6.9 | |
| | | 461.2 | GARNSEY<br>1.6 | 5.6 | |
| | | 462.8 | NORTH HOLLYWOOD<br>1.1 | 4.0 | |
| Spur 3 | | 463.9 | LAPACO<br>0.7 | 2.9 | |
| | | 464.6 | MACNEIL<br>2.2 | 2.2 | |
| 45 WY | | 466.8 | BURBANK | 0.0 | |
| | | | (21.3) | | |

Service by Extra Trains Only.

## VENTURA SUBDIVISION

### EASTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | | | | FIRST CLASS | | | | | | | Distance from San Francisco | Time Table No. 165<br>May 27, 1934<br>STATIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 812<br>Freight | | 354<br>Motor | 72<br>Daylight | 350<br>Motor | 70<br>Coaster | 76<br>Lark | 78<br>Sunset Limited | | | |
| | | | | Leave Daily | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| BKPWOT Yard | | | | 8.25 PM | | | 5.45 PM | 3.15 PM | 7.35 AM | 6.05 AM | 5.15 AM | 370.7 | TO-R STA. BARBARA<br>1.2 | D.T. |
| | | | | 8.29 | | | 5.50 | 3.20 | 7.40 | 6.10 | 5.20 | 371.9 | E. STA. BARBARA<br>1.5 | |
| 44 | | | | 8.33 | | | 5.52 | 3.22 | 7.43 | 6.12 | 5.22 | 373.4 | MONTECITO<br>0.5 | |
| | | | | | | | | | | | | 373.9 | BILTMORE<br>0.7 | |
| | | | | | | | | f | f | | | 374.6 | MIRAMAR<br>1.6 | |
| P | | | | | | | | f | | | | 376.2 | SUMMERLAND<br>1.1 | |
| 89 P | | | | 8.41 | | | 5.57 | 3.27 | 7.48 | 6.17 | 5.27 | 377.3 | ORTEGA<br>3.9 | |
| 42 PW | | | | 8.49 | | | 6.02 | s 3.33 | s 7.53 | 6.22 | 5.32 | 381.2 | TO CARPINTERIA<br>2.2 | |
| 44 P | | | | 8.54 | | | 6.05 | 3.36 | 7.57 | 6.26 | 5.36 | 383.4 | WAVE<br>1.1 | |
| P | | | | | | | | | | | | 384.5 | BENHAM<br>1.2 | |
| 42 P | | | | 9.00 | | | 6.09 | 3.40 | 8.01 | 6.30 | 5.40 | 385.7 | PUNTA<br>2.9 | |
| 67 P | | | | **9.12** | | | 6.13 | 3.44 | 8.05 | 6.34 | 5.44 | 388.6 | SEACLIFF<br>4.3 | |
| 41 P | | | | 9.23 | | | 6.19 | 3.50 | 8.11 | 6.40 | 5.50 | 392.9 | DULAH<br>4.4 | |
| P | | | | | | | | | | | | 397.3 | VENTURA JCT.<br>0.9 | |
| Yard 131 PW | | | | 9.36 | | | s 6.31 | s 4.02 | s 8.22 | 6.51 | f 6.01 | 398.2 | TO VENTURA<br>2.0 | |
| | | | | | | | | | | | | 400.2 | LEMON<br>0.8 | |
| Spur 22 | | | | | | | | | | | | 401.0 | EDFU<br>2.2 | |
| 45 PY | | | | 9.46 | | 9.41 PM | 6.38 | 4.08 | f 8.30 | f 6.58 | 6.08 | 403.2 | MONTALVO<br>2.4 | |
| Spur 12 | | | | | | | | | | | | 405.6 | EL RIO<br>2.2 | A.B.S. |
| BKOWYP 140 Yard | | | | 10.00 | | s 9.53 PM | s 6.46 | s 4.15 | s 8.39 | 7.04 | f 6.15 | 407.8 | TO OXNARD<br>2.8 | |
| Spur 9 | | | | | | | | | | | | 410.6 | TODD<br>1.5 | |
| 71 P | | | | **10.16** | | | 6.52 | 4.20 | 8.45 | 7.10 | 6.21 | 412.1 | LEESDALE<br>1.5 | |
| 32 | | | | | | | | | | | | 413.6 | SUCROSA<br>3.0 | |
| 84 P | | | | 10.28 | | | 6.58 | f **4.25** | f 8.52 | 7.16 | 6.27 | 416.6 | TO CAMARILLO<br>3.2 | |
| 44 P | | | | 10.38 | | | 7.02 | f 4.31 | 8.57 | 7.20 | 6.31 | 419.8 | TO SOMIS<br>3.1 | |
| 69 P | | | | 10.49 | | | 7.06 | 4.35 | 9.02 | 7.24 | 6.35 | 422.9 | LAGOL<br>4.2 | |
| 76 PW | | | | 11.04 | | | 7.12 | s 4.44 | f 9.09 | 7.30 | 6.41 | 427.1 | TO MOORPARK<br>5.1 | |
| 74 P | | | | **11.26** | | | 7.19 | 4.52 | **9.20** | 7.38 | 6.51 | 432.2 | STRATHEARN<br>1.3 | |
| 16 | | | | | | | | f | f | | | 433.5 | SIMI<br>4.0 | |
| 64 P | | | | 11.41 | | | 7.26 | f 5.01 | f 9.29 | 7.46 | 7.00 | 437.5 | SANTA SUSANA<br>3.5 | |
| 77 P | | | | 11.55 PM | | | 7.32 | f 5.10 | 9.36 | 7.52 | 7.07 | 441.0 | HASSON<br>4.5 | |
| W 91<br>E 52 PW | | | | 12.10 AM | | | **7.45** | f 5.19 | f 9.45 | 8.01 | 7.16 | 445.5 | TO CHATSWORTH<br>4.4 | |
| E 59<br>W 57 P | | | | 12.18 | | | 7.51 | f 5.25 | f 9.52 | 8.07 | 7.22 | 449.9 | TO NORTH LOS ANGELES<br>4.2 | |
| E 48<br>W 47 W | | | | 12.26 | | | 7.57 | 5.30 | 9.58 | 8.13 | 7.28 | 454.1 | RAYMER<br>0.9 | |
| I | | | | | | | | | | | | 455.0 | CROSSING P. E. RY.<br>3.4 | |
| E 46<br>W 47 P | | | | 12.34 | | | 8.03 | 5.35 | 10.04 | 8.19 | 7.34 | 458.4 | HEWITT<br>4.3 | |
| PI | | | | 12.42 AM | | | 8.09 PM | 5.40 PM | 10.10 AM | 8.25 AM | 7.40 AM | 462.7 | TO-R BURBANK JCT. | |
| | | | | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (92.0) | |
| | | | | (4.17)<br>21.47 | | (0.12)<br>23.00 | (2.24)<br>38.33 | (2.25)<br>38.06 | (2.35)<br>35.61 | (2.20)<br>39.42 | (2.25)<br>38.06 | | ..............Time over District<br>........Average Speed per Hour | |

Between points where 50 miles per hour is maximum speed, same is increased to 60 miles per hour for motors only, except through four degree curves at MP 378.5 and 379.5 maximum is 50 miles per hour. Other speed restrictions not affected.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | | | |
|---|---|---|---|---|---|
| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
| 70 | Somis | Receive | Los Angeles | | Daily |

## VENTURA SUBDIVISION

### WESTWARD

Time Table No. 165

May 27, 1934

| | | STATIONS | | Distance from Burbank Jct. | FIRST CLASS | | | | | SECOND CLASS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 71 | 349 | 77 | 75 | 69 | 351 | | | | |
| | | | | | Daylight | Motor | Sunset Limited | Lark | Coaster | Motor | | | | |
| | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | |
| A. B. S. | TO-R | STA. BARBARA<br>1.2 | D.T. | 92.0 | s 11.00AM | s 5.45PM | s 9.45PM | s 11.20PM | s 1.10AM | | | | | |
| | | E. STA. BARBARA<br>1.5 | | 90.8 | 10.55 | 5.40 | 9.40 | 11.15 | 1.05 | | | | | |
| | | MONTECITO<br>0.5 | | 89.3 | 10.51 | 5.35 | 9.36 | 11.13 | 1.02 | | | | | |
| | | BILTMORE<br>0.7 | | 88.8 | | | | | | | | | | |
| | | MIRAMAR<br>1.6 | | 88.1 | | f | | | f | | | | | |
| | | SUMMERLAND<br>1.1 | | 86.5 | | f | | | | | | | | |
| | | ORTEGA<br>3.9 | | 85.4 | 10.44 | 5.27 | 9.29 | 11.08 | 12.55 | | | | | |
| | TO | CARPINTERIA<br>2.2 | | 81.5 | 10.39 | s 5.22 | 9.24 | 11.03 | 12.50 | | | | | |
| | | WAVE<br>1.1 | | 79.3 | 10.35 | 5.16 | 9.20 | 11.00 | 12.45 | | | | | |
| | | BENHAM<br>1.2 | | 78.2 | | | | | | | | | | |
| | | PUNTA<br>2.9 | | 77.0 | 10.31 | 5.12 | 9.16 | 10.56 | 12.40 | | | | | |
| | | SEACLIFF<br>4.3 | | 74.1 | 10.27 | 5.08 | **9.12** | 10.52 | 12.36 | | | | | |
| | | DULAH<br>4.4 | | 69.8 | 10.21 | 5.02 | 9.06 | 10.46 | 12.30 | | | | | |
| | | VENTURA JCT.<br>0.9 | | 65.4 | | | | | | | | | | |
| | TO | VENTURA<br>2.0 | | 64.5 | s 10.10 | s 4.51 | f 8.55 | 10.35 | s 12.19 | | | | | |
| | | LEMON<br>0.8 | | 62.5 | | | | | | | | | | |
| | | EDFU<br>2.2 | | 61.7 | | | | | | | | | | |
| | | MONTALVO<br>2.4 | | 59.5 | 10.01 | 4.42 | 8.47 | 10.28 | f 12.09 | s 6.53AM | | | | |
| | | EL RIO<br>2.2 | | 57.1 | | | | | | | | | | |
| | TO | OXNARD<br>2.8 | | 54.9 | s 9.55 | s 4.36 | f 8.41 | f 10.22 | s 12.02AM | 6.45AM | | | | |
| | | TODD<br>1.5 | | 52.1 | | | | | | | | | | |
| | | LEESDALE<br>1.5 | | 50.6 | 9.47 | 4.30 | 8.33 | **10.16** | 11.52PM | | | | | |
| | | SUCROSA<br>3.0 | | 49.1 | | | | | | | | | | |
| | TO | CAMARILLO<br>3.2 | | 46.1 | 9.41 | f **4.25** | 8.27 | 10.10 | f 11.46 | | | | | |
| | TO | SOMIS<br>3.1 | | 42.9 | 9.37 | f 4.17 | 8.23 | 10.06 | 11.42 | | | | | |
| | | LAGOL<br>4.2 | | 39.8 | 9.33 | 4.13 | 8.19 | | | | | | | |
| | TO | MOORPARK<br>5.1 | | 35.6 | 9.27 | s 4.08 | 8.13 | 9.57 | f 11.33 | | | | | |
| | | STRATHEARN<br>1.3 | | 30.5 | **9.20** | 4.02 | 8.06 | 9.50 | **11.26** | | | | | |
| | | SIMI<br>4.0 | | 29.2 | | f | | | | | | | | |
| | | SANTA SUSANA<br>3.5 | | 25.2 | 9.13 | f 3.56 | 7.59 | 9.43 | 11.19 | | | | | |
| | | HASSON<br>4.5 | | 21.7 | 9.08 | f 3.51 | 7.54 | 9.38 | 11.14 | | | | | |
| | TO | CHATSWORTH<br>4.4 | | 17.2 | 8.59 | f 3.42 | **7.45** | 9.29 | 11.05 | | | | | |
| | TO | NORTH LOS ANGELES<br>4.2 | | 12.8 | 8.53 | f 3.36 | 7.38 | 9.23 | f 10.59 | | | | | |
| | | RAYMER<br>0.9 | | 8.6 | 8.47 | 3.30 | 7.32 | 9.17 | 10.52 | | | | | |
| | | CROSSING P. E. RY.<br>3.4 | | 7.7 | | f | | | | | | | | |
| | | HEWITT<br>4.3 | | 4.3 | 8.41 | 3.24 | 7.26 | 9.11 | 10.46 | | | | | |
| | TO-R | BURBANK JCT. | | 0.0 | 8.35AM | 3.18PM | 7.20PM | 9.05PM | 10.40PM | | | | | |
| | | (92.0) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| | | Time over District............<br>Average Speed per Hour........ | | | (2.25)<br>38.06 | (2.27)<br>37.55 | (2.25)<br>38.06 | (2.15)<br>40.88 | (2.30)<br>36.80 | (0.08)<br>38.50 | | | | |

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | | | |
|---|---|---|---|---|---|
| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
| 71 | Carpinteria | Receive | Perishable Express | | Daily |
| 69 | Carpinteria | Discharge | | Los Angeles | Daily |
| 69 | Carpinteria | Receive | Salinas or where scheduled stop | | Daily |

Between points where 50 miles per hour is maximum speed, same is increased to 60 miles per hour for motors only, except through four degree curves at MP 378.5 and 379.5 maximum is 50 miles per hour. Other speed restrictions not affected.

## VENTURA SUBDIVISION

Time Table No. 165

May 27, 1934

Santa Paula Branch

| Capacity of Sidings in Car Lengths | | EASTWARD<br>FIRST CLASS<br>352<br>Motor | Distance from San Francisco | | STATIONS | Distance from Saugus | WESTWARD<br>FIRST CLASS<br>353<br>Motor |
|---|---|---|---|---|---|---|---|
| | | Leave Daily | | | | | Arrive Daily |
| Yard 36 | PY | 6.59AM | 403.2 | R | MONTALVO<br>4.4 | 45.5 | s 9.40PM |
| 60 | P | s 7.06 | 407.6 | TO | SATICOY<br>3.4 | 41.1 | s 9.34 |
| 13 | | | 411.0 | | LIMCO<br>0.3 | 37.7 | |
| 35 | P | 7.11 | 411.3 | | HAINES<br>2.0 | 37.4 | 9.28 |
| Spur 2 | | | 413.3 | | TEPIC<br>1.4 | 35.4 | |
| 45 | PW | s 7.18 | 414.7 | TO | SANTA PAULA<br>1.2 | 34.0 | s 9.22 |
| Spur 8 | | | 415.9 | | KEVET<br>5.3 | 32.8 | |
| Spur 14 | | | 421.2 | | KEITH<br>0.6 | 27.5 | |
| 22 | P | 7.28 | 421.8 | | SESPE<br>1.1 | 26.9 | 9.11 |
| Spur 13 | | | 422.9 | | BROWNSTONE<br>1.6 | 25.8 | |
| Yard 40 | BKP | s 7.34 | 424.5 | TO-R | FILLMORE<br>2.3 | 24.2 | s 9.07 |
| Spur 8 | | | 426.8 | | WILSHIRE<br>1.4 | 21.9 | |
| 35 | P | 7.39 | 428.2 | | CAVIN<br>1.0 | 20.5 | 9.01 |
| Spur 8 | | | 429.2 | | CATES<br>0.7 | 19.5 | |
| 20 | | 7.42 | 429.9 | | BUCKHORN<br>1.9 | 18.8 | 8.58 |
| 35 | PW | s 7.46 | 431.8 | TO | PIRU<br>0.7 | 16.9 | s 8.54 |
| Spur 18 | | | 432.5 | | ROCKBANK<br>1.8 | 16.2 | |
| 21 | | f 7.52 | 434.3 | | CAMULOS<br>4.1 | 14.4 | f 8.47 |
| 36 | P | 8.02 | 438.4 | | KEMP<br>2.6 | 10.3 | 8.37 |
| | | | 441.0 | | DEL VALLE<br>3.1 | 7.7 | |
| 37 | P | 8.12 | 444.1 | | CASTAIC<br>1.1 | 4.6 | 8.27 |
| 19 | | | 445.2 | | OBERG<br>2.7 | 3.8 | |
| 22 | | | 447.9 | | PARDEE<br>0.8 | 0.8 | |
| 78 Yard | BKOWY | s 8.20AM | 448.7 | TO-R | SAUGUS | 0.0 | 8.19PM |
| | | Arrive Daily | | | (45.5) | | Leave Daily |
| | | (1.21)<br>33.70 | | | .......Time over District........<br>.....Average Speed per Hour..... | | (1.21)<br>33.70 |

No. 352 will wait at Montalvo for connection with No. 76 and extra sections of that train.

Between points on Santa Paula Branch where 40 miles per hour is maximum speed, same is increased to 45 miles per hour for motors only. Other speed restrictions not affected.

## EASTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS | | | | FIRST CLASS | | | | | | | | | Distance from San Francisco | Time Table No. 165<br>May 27, 1934 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 814 | 810 | 816 | 812 | 52 | 72 | 350 | 70 | 352 | 76 | 26 | 78 | 56 | | | |
| | Freight | Freight | Freight | Freight | San Joaquin | Daylight | Motor | Coaster | Motor | Lark | Owl West Coast | Sunset Limited | Tehachapi | | STATIONS | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| W 78 Yard E71BKWOYP | 8.55 PM | **9.02** AM | 3.20 AM | | 9.12 PM | | | | 8.22 AM | | 7.30 AM | | 5.05 AM | 450.6 | TO-R SAUGUS<br>2.4 | A. B. S. |
| Spur 63 P | | | | | | | | | f | | | | f | 453.0 | NEWHALL<br>0.7 | |
| 80 | | | | | | | | | | | | | | 453.7 | ELAYON<br>0.7 | |
| | | | | | | | | | | | | | | 454.4 | WALTZ JUNC.<br>2.2 | |
| 58 P | **9.25** | 9.30 | 3.48 | | **9.25** | | | | 8.35 | | 7.44 | | 5.20 | 456.6 | TUNNEL<br>2.6 | |
| 83 P | **9.41** | 9.40 | 3.58 | | 9.29 | | | | **8.42** | | 7.48 | | 5.24 | 459.2 | SYLMAR<br>2.6 | |
| Yard 105 WOTP | 9.57 | 9.52 | 4.10 | | s **9.34** | | | | s 8.47 | | 7.53 | | s 5.30 | 461.8 | TO SAN FERNANDO<br>0.7 | |
| Spur 15 | | | | | | | | | | | | | | 462.5 | JOKO<br>0.9 | |
| 85 P | 10.02 | 9.57 | 4.15 | | 9.37 | | | | | | 7.56 | | f 5.34 | 463.4 | PACOIMA<br>2.2 | |
| 39 P | | | | | | | | | | | | | | 465.6 | WAHOO<br>2.3 | |
| 96 P | 10.13 | 10.08 | 4.26 | | 9.43 | | | | | | 8.02 | | f 5.40 | 467.9 | ROSCOE<br>3.7 | |
| 64 PI | 10.25 | 10.20 | 4.38 | 12.42 AM | 9.49 | 8.09 PM | 5.40 PM | 10.10 AM | 8.57 | 8.25 AM | 8.08 | 7.40 AM | 5.47 | 471.6 | TO-R BURBANK JCT.<br>0.5 | D. T. |
| PWY | | | | | f 9.50 | f 8.10 | f 5.41 | f 10.11 | s 8.58 | 8.26 | 8.09 | f 7.41 | s 5.48 | 472.1 | BURBANK<br>2.2 | |
| | | | | | | | | | | | | | | 474.3 | SEPULVEDA<br>0.7 | |
| | | | | | | | | | | | | | | 475.0 | WEST GLENDALE<br>2.1 | |
| P | | | | | s 9.59 | s 8.19 | s 5.48 | s 10.18 | s 9.07 | s 8.33 | s 8.18 | s 7.48 | s 5.57 | 477.1 | GLENDALE<br>0.2 | |
| I | | | | | | | | | | | | | | 477.3 | CROSSING P. E. RY.<br>0.6 | |
| Spur 22 | | | | | | | | | | | | | | 477.9 | INDUSTRIAL<br>1.4 | |
| Spur 30 | | | | | | | | | | | | | | 479.3 | TAYLOR<br>0.4 | |
| Yard BKTWOP | 10.55 PM | 10.50 AM | 5.05 AM | 1.05 AM | | | | | s | | | | f | 479.7 | R LOS ANGELES YD.<br>0.9 | |
| I | | | | | 10.09 | 8.29 | 5.59 | | 9.19 | 8.44 | 8.29 | 7.59 | | 480.6 | DAYTON AVE. TOWER<br>1.3 | |
| IY | | | | | 10.12 | 8.32 | 6.02 | 10.37 | 9.22 | 8.47 | 8.32 | 8.02 | 6.17 | 481.9 | RIVER STA. TOWER<br>0.6 | |
| I | | | | | 10.16 | 8.36 | 6.06 | 10.41 | 9.26 | 8.51 | 8.36 | 8.06 | 6.21 | 482.5 | NAUD JCT.<br>1.2 | |
| Yard BKYWP | | | | | s 10.25 PM | s 8.45 PM | s 6.15 PM | s 10.50 AM | s 9.35 AM | s 9.00 AM | s 8.45 AM | s 8.15 AM | s 6.30 AM | 483.7 | TO-R LOS ANGELES | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (33.1) | |
| | (2.00)<br>14.55 | (1.48)<br>16.16 | (1.45)<br>16.62 | (0.23)<br>21.13 | (1.13)<br>27.20 | (0.36)<br>20.16 | (0.35)<br>20.74 | (0.40)<br>18.15 | (1.13)<br>27.20 | (0.35)<br>20.74 | (1.15)<br>26.48 | (0.35)<br>20.74 | (1.25)<br>23.36 | | ..........Time over District<br>........Average Speed per Hour | |

**Schedule time and train orders at Burbank Jct., apply at end of double track.**

**At Saugus:** San Joaquin Division Time Table schedules and train orders apply at the east switch of the eastward siding.
Los Angeles Division Time Table schedules and train orders apply at the Junction switch of the Santa Paula Line.
The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

Maximum speed of 60 miles per hour between San Fernando and Burbank Jct. may be made by motors only.

All revenue passenger trains must make station stop at Glendale unless otherwise instructed.

Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point of track on which moving, unless proceed signal is received from switch tender or yardmaster.

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 26 | Saugus, San Fernando and Burbank | Discharge | | Fresno | Daily |
| 70, 350, 52 | Los Angeles Yard | Receive and Discharge D. H. Trainmen and Enginemen | | | Daily |

| | Time Table No. 165<br>May 27, 1934 | Distance from Los Angeles | WESTWARD | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | FIRST CLASS | | | | | | | | | THIRD CLASS | | |
| | | | 51 | 71 | 349 | 25 | 77 | 353 | 75 | 55 | 69 | 811 | 813 | 815 |
| | | | San Joaquin | Daylight | Motor | Owl<br>West Coast | Sunset<br>Limited | Motor | Lark | Tehachapi | Coaster | Freight | Freight | Freight |
| | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| A. B. S. | TO-R SAUGUS<br>2.4 | 33.1 | f 9.02AM | | | f 7.10PM | | s 8.17PM | | f 10.05PM | | 2.05AM | 1.50PM | 12.45AM |
| | NEWHALL<br>0.7 | 30.7 | | | | | | f | | f | | | | |
| | ELAYON<br>0.7 | 30.0 | | | | | | | | | | | | |
| | WALTZ JUNC.<br>2.2 | 29.3 | | | | | | | | | | | | |
| | TUNNEL<br>2.6 | 27.1 | 8.47 | | | 6.57 | | 8.03 | | 9.48 | | 1.37 | 1.25 | 12.20 |
| | SYLMAR<br>2.6 | 24.5 | **8.42** | | | 6.52 | | 7.57 | | **9.41** | | 1.27 | 1.17 | 12.12 |
| | TO SAN FERNANDO<br>0.7 | 21.9 | s 8.38 | | | 6.48 | | s 7.52 | | s **9.34** | | 1.14 | 1.10 | 12.05AM |
| | JOKO<br>0.9 | 21.2 | | | | | | | | | | | | |
| | PACOIMA<br>2.2 | 20.3 | 8.35 | | | 6.45 | | | | 9.28 | | 12.59 | 12.55 | 11.50PM |
| | WAHOO<br>2.3 | 18.1 | | | | | | | | | | | | |
| | ROSCOE<br>3.7 | 15.8 | 8.29 | | | 6.39 | | | | 9.22 | | 12.47 | 12.45 | 11.40 |
| D. T. | TO-R BURBANK JCT.<br>0.5 | 12.1 | 8.23 | 8.35AM | 3.18PM | 6.33 | 7.20PM | 7.40 | 9.05PM | 9.16 | 10.40PM | 12.35 | 12.30 | 11.25 |
| | BURBANK<br>2.2 | 11.6 | s 8.22 | f 8.34 | f 3.17 | f 6.32 | f 7.19 | s 7.39 | 9.04 | f 9.15 | f 10.39 | | | |
| | SEPULVEDA<br>0.7 | 9.4 | | | | | | | | | | | | |
| | WEST GLENDALE<br>2.1 | 8.7 | | | | | | | | | | | | |
| | GLENDALE<br>0.2 | 6.6 | s 8.15 | s 8.26 | s 3.09 | s 6.24 | s 7.11 | s 7.30 | s 8.56 | s 9.07 | s 10.31 | | | |
| | CROSSING P. E. RY.<br>0.6 | 6.4 | | | | | | | | | | | | |
| | INDUSTRIAL<br>1.4 | 5.8 | | | | | | | | | | | | |
| | TAYLOR<br>0.4 | 4.4 | | | | | | | | | | | | |
| | R LOS ANGELES YD.<br>0.9 | 4.0 | | | | | | s | | f | | 12.10AM | 12.05PM | 11.00PM |
| | DAYTON AVE. TOWER<br>1.3 | 3.1 | 8.04 | 8.14 | 2.59 | 6.14 | 6.59 | 7.19 | 8.44 | | | | | |
| | RIVER STA. TOWER<br>0.6 | 1.8 | 8.01 | 8.11 | 2.56 | 6.11 | 6.56 | 7.16 | 8.41 | 8.46 | 10.11 | | | |
| | NAUD JCT.<br>1.2 | 1.2 | | | | | | | | | | | | |
| | TO-R LOS ANGELES | 0.0 | 7.50AM | 8.00AM | 2.45PM | 6.00PM | 6.45PM | 7.05PM | 8.30PM | 8.35PM | 10.00PM | | | |
| | (33.1) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | Time over District.............<br>Average Speed per Hour........ | | (1.12)<br>27.58 | (0.35)<br>20.74 | (0.33)<br>22.00 | (1.10)<br>28.37 | (0.35)<br>20.74 | (1.12)<br>27.58 | (0.35)<br>20.74 | (1.30)<br>22.06 | (0.40)<br>18.15 | (1.55)<br>15.18 | (1.45)<br>16.62 | (1.45)<br>16.62 |

**Schedule time and train orders at Burbank Jct., apply at end of double track.**

At Saugus: San Joaquin Division Time Table schedules and train orders apply at the east switch of the eastward siding.

Los Angeles Division Time Table schedules and train orders apply at the Junction switch of the Santa Paula Line. The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

Maximum speed of 60 miles per hour between San Fernando and Burbank Jct. may be made by motors only.

All Revenue passenger trains must make station stop at Glendale unless otherwise instructed.

Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point of track on which moving, unless proceed signal is received from switch tender or yardmaster.

Engineers will start trains at Los Angeles on hand signal from trainmen only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 25 | San Fernando | Receive | Martinez and where scheduled stop | | Daily |
| 25 | San Fernando | Receive | Mojave | | Daily |
| 51, 349, 69 | Los Angeles Yard | Receive and Discharge | D H Train and Enginemen | | Daily |

# POMONA SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD |  |  |  |  |  |  |  | Distance from San Francisco | Time Table No. 165<br>May 27, 1934 | Distance from Colton | WESTWARD |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  | THIRD CLASS |  |  |  | FIRST CLASS |  |  |  |  |  |  | FIRST CLASS |  |  |  |
|  | 828 | 826 | 824 | 822 | 820 | 4 | 2 | 12 |  |  |  | 819 | 1 | 3 | 11 |
|  | Freight | Freight | Freight | Freight | Mixed | Golden State Limited | Sunset Limited | Apache |  |  |  | Imperial | Sunset Limited | Golden State Limited | Apache |
|  | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |  | STATIONS |  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard BKTWOP | 10.00 PM | 9.40 PM | 8.00 AM | 2.30 AM |  |  |  |  | 479.7 | R LOS ANGELES YARD<br>0.9 | 59.3 |  |  |  |  |
| I |  |  |  |  |  |  |  |  | 480.6 | DAYTON AVE. TOWER<br>1.3 | 58.4 |  |  |  |  |
| IY |  |  |  |  |  |  |  |  | 481.9 | RIVER STATION TOWER<br>1.8 | 57.1 |  |  |  |  |
| Yard BKYWP |  |  |  |  | 9.30 PM | 8.15 PM | 7.00 PM | 12.15 PM | 483.7 | TO-R LOS ANGELES<br>1.2 | 58.3 | s 6.00 AM | s 7.30 AM | s 7.40 AM | s 9.45 PM |
| I |  |  |  |  | 9.39 | 8.24 | 7.09 | 12.24 | 482.5 | NAUD JCT.<br>0.5<br>D. T. | 57.1 | 5.51 | 7.16 | 7.26 | 9.36 |
|  |  |  |  |  |  |  |  |  | 482.4 | MISSION JCT.<br>0.1 | 56.6 |  |  |  |  |
| I |  |  |  |  |  |  |  |  | 482.5 | CROSSING A. T. & S. F. RY.<br>0.1 | 56.5 |  |  |  |  |
|  |  |  |  |  |  |  |  |  | 482.6 | CROSSING L. A. & S. L. RY.<br>2.0 | 56.4 |  |  |  |  |
|  |  |  |  |  |  |  |  |  | 484.6 | AURANT<br>3.1 | 54.4 |  |  |  |  |
| W 67 P | 10.30 | 10.10 | 8.30 | 3.00 | s 9.58 | s 8.43 | s 7.29 | s 12.43 | 487.7 | TO ALHAMBRA<br>1.6 | 51.3 | s 5.25 | s 6.55 | s 7.05 | s 9.13 |
| Spur 49 |  |  |  |  |  |  |  |  | 489.3 | STONEMAN<br>1.3 | 49.7 |  |  |  |  |
| 88 P | 10.36 | 10.16 | 8.36 | 3.06 | 10.03 | 8.48 | 7.34 | 12.48 | 490.6 | SAN GABRIEL<br>2.6 | 48.4 | f 5.16 | 6.47 | 6.59 | 9.07 |
| Spur 51 P |  |  |  |  |  |  |  |  | 493.2 | SAVANNA<br>1.4 | 45.8 | f |  |  |  |
| 75 P | 10.44 | 10.24 | 8.44 | 3.14 | f 10.10 | 8.54 | 7.40 | 12.54 | 494.6 | EL MONTE<br>0.4 | 44.4 | f 5.06 | 6.41 | 6.53 | 9.02 |
|  |  |  |  |  |  |  |  |  | 495.0 | CROSSING P. E. RY.<br>2.3 | 44.0 |  |  |  |  |
| 90 PW | 10.49 | 10.29 | 8.49 | 3.19 | f 10.15 | **8.58** | 7.44 | 12.58 | 497.3 | TO BASSETT<br>3.4 | 41.7 | f 5.00 | 6.37 | 6.49 | **8.58** |
| 81 P | 10.55 | 10.35 | 8.55 | 3.25 | f |  |  |  | 500.7 | TO PUENTE<br>2.8 | 38.3 | f 4.54 | 6.32 |  |  |
| 70 P | 11.03 | 10.43 | 9.03 | 3.33 | 10.26 | 9.07 | 7.52 | 1.07 | 503.5 | MARNE<br>3.3 | 35.5 |  | 6.28 | 6.41 | 8.47 |
| 56 P | 11.12 | 10.52 | 9.12 | 3.42 | f 10.32 | 9.11 | 7.56 | 1.11 | 506.8 | WALNUT<br>3.9 | 32.2 | f 4.44 | 6.24 | 6.37 | 8.43 |
| 72 P | 11.23 | 11.03 | 9.23 | 3.52 | f 10.40 | 9.17 | 8.02 | 1.17 | 510.7 | SPADRA<br>3.6 | 28.3 | f 4.38 | 6.18 | 6.32 | 8.38 |
| Yard KWTP 243 | 11.40 | 11.20 | 9.40 | 4.08 | s 10.50 | 9.25 | 8.10 | 1.25 | 514.3 | A. B. S.<br>TO POMONA<br>0.1 | 24.7 | s 4.31 | f 6.12 | 6.25 | f 8.33 |
|  |  |  |  |  |  |  |  |  | 514.4 | CROSSING P. E. RY.<br>3.4 | 24.6 |  |  |  |  |
| 72 P | 11.51 PM | 11.31 | 9.51 | **4.22** | 10.57 | 9.31 | 8.17 | 1.31 | 517.8 | NAROD<br>2.4 | 21.2 | f **4.22** | 6.04 | 6.18 | 8.27 |
| Yard 125 P | 12.02 AM | 11.42 | 10.02 | 4.33 | s 11.06 | 9.36 | **8.23** | 1.36 | 520.2 | TO ONTARIO<br>3.6 | 18.8 | f 4.15 | f 5.59 | 6.14 | f **8.23** |
| 69 PW | 12.10 | 11.50 | 10.10 | 4.41 | f 11.12 | 9.42 | 8.29 | 1.42 | 523.8 | GUASTI<br>2.3 | 15.2 | f 4.07 | 5.52 | 6.08 | 8.14 |
| Spur 11 |  |  |  |  |  |  |  |  | 526.1 | VIENTO<br>1.4 | 12.9 |  |  |  |  |
| 80 P | 12.19 | 11.59 PM | 10.19 | 4.50 | f 11.17 | 9.47 | 8.35 | 1.47 | 527.5 | ETIWA<br>2.2 | 11.5 | f 4.00 | 5.46 | 6.03 | 8.08 |
| 90 PY | 12.24 | 12.04 AM | 10.24 | 4.55 | f 11.20 | 9.50 | 8.38 | 1.50 | 529.7 | TO SOUTH FONTANA<br>2.4 | 9.3 | f 3.57 | 5.43 | 6.00 | 8.05 |
| 70 P | 12.34 | 12.14 | 10.34 | 5.05 |  |  | 8.42 |  | 532.1 | AILSA<br>2.5 | 6.9 |  |  |  |  |
| PI |  |  |  |  |  |  |  |  | 534.6 | CROSSING P. E. RY.<br>0.1 | 4.4 |  |  |  |  |
| 75 P | 12.43 | 12.23 | 10.43 | 5.14 | f 11.27 | 9.56 | 8.46 | 1.56 | 534.7 | TO BLOOMINGTON<br>4.0 | 4.3 | f 3.49 | 5.37 | 5.54 | 7.59 |
| I |  |  |  |  |  |  |  |  | 538.7 | CROSSING A. T. & S. F. RY.<br>0.0 | 0.3 |  |  |  |  |
|  |  |  |  |  |  |  |  |  | 538.7 | CROSSING L. A. & S. L. RY.<br>0.3 | 0.3 |  |  |  |  |
| Yard BKYWOTP | 1.00 AM | 12.40 AM | 11.00 AM | **5.28** AM | s 11.35 PM | s 10.05 PM | s 8.55 PM | s 2.05 PM | 539.0 | TO-R COLTON | 0.0 | 3.40 AM | **5.28** AM | 5.46 AM | 7.50 PM |
|  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |  | (59.3) |  | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
|  | (3.00)<br>19.76 | (3.00)<br>19.76 | (3.00)<br>19.76 | (2.58)<br>19.98 | (2.05)<br>27.98 | (1.50)<br>31.80 | (1.55)<br>30.41 | (1.50)<br>31.80 |  | ........Time over District........<br>.....Average Speed per Hour..... |  | (2.20)<br>24.98 | (2.02)<br>28.67 | (1.54)<br>25.42 | (1.55)<br>30.41 |

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 12 | San Gabriel, Puente | Handle Express |  |  | Daily |
| 12 | Pomona-Ontario | Receive | Where Scheduled Stop |  | Daily |
| 12 | Pomona-Ontario | Discharge |  | Los Angeles | Daily |
| 12 | Any Station | Receive | Phoenix |  | Daily |
| 2 | Any Station | Receive | Yuma |  | Daily |
| 4 | Pomona-Ontario | Receive | Phoenix |  | Daily |

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 1 | San Gabriel | Handle Express |  |  | Daily |
| 1 | Any Station | Discharge |  | Yuma | Daily |
| 3 | Any Station | Discharge |  | East of Yuma | Daily |
| 11 | Any Station | Discharge |  | El Paso | Daily |

Schedule time and train orders at Alhambra apply at end of double track.

Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point of track on which moving unless proceed signal is received from switch tender or yardmaster.

Engineers will start trains at Los Angeles on hand signal from trainmen only.

Nos. 1 and 3 may arrive Los Angeles ahead of time shown, after observing scheduled time at Naud Jct.

# BEAUMONT SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD<br>SECOND CLASS | | | FIRST CLASS | | | | Distance from San Francisco | Time Table No. 165 | Distance from Indio | WESTWARD<br>FIRST CLASS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 834 | 832 | 830 | 820 | 4 | 2 | 12 | | May 27, 1934 | | 819 | 1 | 3 | 11 |
| | Freight | Freight | Freight | Mixed | Golden State Limited | Sunset Limited | Apache | | | | Imperial | Sunset Limited | Golden State Limited | Apache |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard BKYWOPT | 10.50PM | 8.00AM | 2.40AM | 11.40PM | 10.10PM | 9.02PM | 2.12PM | 539.0 | TO-R COLTON<br>0.0 | 71.9 | s 3.27AM | s 5.21AM | s 5.41AM | s 7.45PM |
| | | | | | | | | 539.0 | CROSSING P. E. RY.<br>3.6 | 71.9 | | | | |
| 77 P | 11.01 | 8.11 | 2.51 | f 11.47 | 10.16 | 9.08 | f 2.18 | 542.6 | LOMA LINDA<br>1.9 | 68.3 | f 3.20 | f 5.15 | 5.35 | 7.39 |
| 70 P | 11.10 | 8.20 | 3.00 | f 11.51 | 10.20 | 9.12 | 2.22 | 544.5 | TO BRYN MAWR<br>1.8 | 66.4 | f 3.16 | 5.11 | 5.32 | 7.36 |
| 70 P | 11.17 | 8.27 | **3.12** | f 11.56PM | 10.24 | 9.16 | 2.26 | 546.3 | REDLANDS<br>2.8 | 64.6 | f **3.12** | 5.08 | 5.29 | 7.33 |
| E 86<br>W 79 P | 11.29 | 8.39 | 3.24 | f 12.04AM | 10.31 | 9.23 | 2.33 | 549.1 | ORDWAY<br>3.6 | 61.8 | f 3.04 | 5.02 | 5.23 | 7.27 |
| E 72<br>W 74 PW | 11.43 | 8.53 | 3.38 | f 12.15 | 10.40 | 9.33 | 2.42 | 552.7 | EL CASCO<br>2.7 | 58.2 | f 2.57 | 4.56 | 5.17 | 7.21 |
| 75 P | 11.56PM | 9.06 | 3.51 | 12.21 | 10.45 | 9.39 | 2.47 | 555.4 | HAIG<br>1.8 | 55.5 | 2.52 | 4.51 | 5.12 | 7.16 |
| 70 P | 12.06AM | 9.16 | 4.01 | f 12.26 | 10.49 | 9.44 | 2.51 | 557.2 | HINDA<br>2.5 | 53.7 | f 2.48 | 4.48 | 5.09 | 7.13 |
| 72 P | 12.18 | 9.28 | 4.13 | 12.34 | 10.55 | 9.50 | 2.56 | 559.7 | NICKLIN<br>2.3 | 51.2 | 2.43 | 4.44 | 5.05 | 7.09 |
| Yard WYOPK 166 | **12.45** | 9.53 | **4.39** | s **12.45** | 11.03 | f 9.59 | s 3.05 | 562.0 | TO-R BEAUMONT<br>3.5 | 48.9 | s 2.38 | f **4.39** | 5.00 | 7.04 |
| 80 P | 1.01 | 10.04 | **4.52** | 12.51 | | 10.05 | 3.11 | 565.5 | PERSHING<br>2.7 | 45.4 | 2.28 | 4.30 | **4.52** | 6.55 |
| 118 P | 1.10 | 10.13 | 5.03 | s 1.03 | 11.13 | f 10.10 | s 3.16 | 568.2 | A. B. S. TO BANNING<br>3.3 | 42.7 | s 2.21 | f 4.23 | 4.45 | 6.48 |
| 70 P | 1.22 | 10.24 | 5.14 | 1.08 | 11.18 | 10.15 | 3.21 | 571.5 | OWL<br>2.6 | 39.4 | 2.10 | 4.13 | 4.35 | 6.39 |
| E 69<br>W 69 PW | 1.41 | 10.43 | 5.33 | f 1.13 | 11.22 | 10.19 | f 3.26 | 574.1 | TO CABAZON<br>2.1 | 36.8 | f 2.02 | f 4.05 | 4.27 | 6.31 |
| 75 P | **1.54** | 10.50 | 5.40 | 1.18 | | | | 576.2 | MONS<br>2.4 | 34.7 | **1.54** | 3.57 | 4.19 | 6.24 |
| 68 P | 2.02 | 10.58 | 5.48 | 1.23 | 11.29 | 10.26 | 3.34 | 578.6 | FINGAL<br>4.0 | 32.3 | 1.46 | 3.49 | 4.11 | 6.17 |
| E 68<br>W 68 PW | 2.16 | 11.12 | 6.02 | f **1.36** | 11.36 | f 10.33 | f 3.43 | 582.6 | TO PALM SPRINGS<br>2.8 | 28.3 | f **1.36** | f 3.40 | 4.02 | f 6.09 |
| 70 P | 2.26 | 11.22 | 6.12 | f 1.42 | | | | 585.4 | HUGO<br>2.7 | 25.5 | f 1.27 | 3.32 | 3.54 | 6.01 |
| E 70<br>W 71 PYW | 2.45 | 11.41AM | 6.31 | s 1.48 | 11.45 | 10.42 | 3.52 | 588.1 | TO GARNET<br>3.5 | 22.8 | s 1.19 | 3.24 | 3.46 | 5.53 |
| P | | | | | | | | 591.6 | SALVIA<br>3.5 | 19.3 | | | | |
| 70 P | **3.10** | 12.02PM | 6.51 | 1.58 | 11.55PM | 10.52 | 4.02 | 595.1 | RIMLON<br>3.9 | 15.8 | 1.04 | **3.10** | 3.32 | 5.39 |
| 69 P | **3.27** | 12.20 | 7.09 | f 2.03 | | | | 599.0 | EDOM<br>2.5 | 11.9 | f 12.59 | 3.05 | **3.27** | 5.34 |
| 70 P | 3.33 | 12.26 | 7.15 | f 2.07 | 12.03AM | 11.00 | 4.10 | 601.5 | DRY CAMP<br>5.0 | 9.4 | f 12.54 | 3.01 | 3.23 | 5.30 |
| 70 P | 3.42 | 12.35 | 7.24 | f 2.13 | 12.09 | 11.06 | 4.16 | 606.5 | MYOMA<br>4.4 | 4.4 | f 12.48 | 2.55 | 3.17 | 5.24 |
| Yard BKWYOP | 3.55AM | 12.47PM | 7.35AM | s 2.20AM | s 12.15AM | s 11.12PM | s 4.22PM | 610.9 | TO-R INDIO | 0.0 | 12.40AM | 2.48AM | 3.10AM | 5.17PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (71.9) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (5.05)<br>14.14 | (4.47)<br>15.01 | (4.55)<br>14.62 | (2.40)<br>26.96 | (2.05)<br>34.51 | (2.10)<br>33.18 | (2.10)<br>33.18 | | ........Time over District........<br>.....Average Speed per Hour..... | | (2.47)<br>25.83 | (2.33)<br>28.19 | (2.31)<br>28.56 | (2.28)<br>29.12 |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 12 | Redlands | Receive | Points where scheduled stop | | Daily |
| 12 | Redlands | Discharge | | Los Angeles | Daily |
| 12 | Any Station | Receive | Phoenix | | Daily |
| 2 | Any Station | Receive | Yuma | | Daily |
| 4 | Palm Springs | Receive | Phoenix | | Daily |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 1 | Any Station | Discharge | | Yuma | Daily |
| 3 | Any Station | Discharge | | East of Yuma | Daily |
| 11 | Any Station | Discharge | | El Paso | Daily |
| 11 | Redlands | Discharge | | Phoenix | Daily |
| 11 | Banning, Beaumont, Redlands | Receive | Los Angeles | | Daily |

## SALTON SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD | | | | | | | | | Distance from San Francisco | | Time Table No. 165<br>May 27, 1934 | | Distance from Yuma | WESTWARD | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SECOND CLASS | | | FIRST CLASS | | | | | | | | | | | FIRST CLASS | | | | | |
| | 826 | 824 | 822 | 2 | 12 | 358 | 820 | 4 | 362 | | | | | | 1 | 3 | 363 | 357 | 11 | 819 |
| | Freight | Freight | Freight | Sunset Limited | Apache | Mixed | Mixed | Golden State Limited | Motor | | | | | | Sunset Limited | Golden State Limited | Motor | Mixed | Apache | Imperia |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | **STATIONS** | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard BKYWOP | 2.30PM | 10.30AM | 5.20AM | 11.17PM | 4.29PM | | **2.41**AM | 12.20AM | | 610.9 | | TO-R INDIO<br>3.5 | | 121.8 | s **2.41**AM | s 3.05AM | | | s 5.12PM | s 12.32AM |
| 92 P | 2.42 | 10.42 | 5.32 | | f | | s **2.58** | **12.25** | | 614.4 | | TO COACHELLA<br>3.6 | | 118.3 | 2.34 | **2.58** | | | 5.05 | s **12.25** |
| 58 P | 2.49 | 10.49 | 5.39 | 11.28 | f 4.41 | | s 3.14 | 12.31 | | 618.0 | | TO THERMAL<br>6.1 | | 114.7 | 2.28 | 2.52 | | | 5.00 | s 12.11 |
| 149 PW | 3.00 | 11.00 | 5.50 | 11.35 | f **4.52** | | s 3.30 | 12.38 | | 624.1 | | TO MECCA<br>4.7 | | 108.6 | 2.21 | 2.45 | | | **4.52** | s 12.01AM |
| 70 P | 3.09 | 11.09 | 5.59 | | 4.58 | | f 3.38 | | | 628.8 | | CALEB<br>4.5 | | 103.9 | | | | | | f 11.52PM |
| 70 P | 3.17 | 11.17 | 6.07 | **11.46** | 5.04 | | f 3.46 | 12.49 | | 633.3 | | MORTMAR<br>4.5 | | 99.4 | 2.10 | 2.34 | | | 4.41 | f **11.46** |
| 109 P | 3.25 | 11.25 | 6.15 | | 5.10 | | f 3.54 | | | 637.8 | | SALTON<br>4.3 | | 94.9 | | | | | | f 11.37 |
| 70 P | 3.35 | 11.35 | 6.25 | 11.57PM | 5.16 | | f 4.01 | 1.00 | | 642.1 | | DURMID<br>4.7 | | 90.6 | 2.00 | 2.24 | | | 4.31 | f 11.30 |
| 110 P | 3.45 | 11.45 | 6.35 | | 5.22 | | f 4.09 | | | 646.8 | | BERTRAM<br>4.3 | | 85.9 | | | | | | f 11.24 |
| 107 P | 3.52 | 11.52 | 6.42 | 12.08AM | 5.28 | | f 4.16 | 1.11 | | 651.1 | | POPE<br>4.5 | | 81.6 | 1.50 | 2.14 | | | 4.21 | f 11.18 |
| 70 P | 3.59 | 11.59AM | 6.49 | | 5.34 | | f 4.23 | | | 655.6 | | FRINK<br>4.5 | | 77.1 | | | | | | f 11.11 |
| 111 P | **4.11** | 12.06PM | 6.56 | 12.18 | 5.40 | | f 4.30 | 1.21 | | 660.1 | | WISTER<br>3.4 | | 72.6 | 1.40 | 2.04 | | | **4.11** | f 11.05 |
| 71 P | 4.17 | 12.12 | 7.02 | | 5.45 | | f 4.37 | | | 663.5 | | MUNDO<br>4.0 | | 69.2 | | | | | | f 10.59 |
| Yard 159 BKYWOP | 4.33 | 12.28 | 7.18 | s 12.32 | s 5.55 | | s 4.46AM | **1.32** | | 667.5 | | TO-R NILAND<br>4.2 | | 65.2 | f **1.32** | 1.56 | | | s 4.03 | 10.53PM |
| Spur 69 P | | | | | | | | | | 671.7 | A. B. S. | FLOWING WELL<br>2.7 | | 61.0 | | | | | | |
| 119 P | 5.00 | 12.55 | 7.45 | 12.45 | 6.08 | | | **1.45** | | 674.4 | | IRIS<br>4.1 | | 58.3 | 1.17 | **1.45** | | | 3.52 | |
| 70 P | 5.10 | 1.05 | 7.55 | 12.52 | 6.15 | | | 1.50 | | 678.5 | | TORTUGA<br>6.1 | | 54.2 | | | | | | |
| 108 PW | 5.31 | 1.26 | 8.16 | **1.05** | 6.23 | | | 1.58 | | 684.6 | | AMOS<br>5.5 | | 48.1 | f **1.05** | 1.31 | | | 3.40 | |
| 72 P | 5.42 | 1.37 | 8.27 | 1.12 | 6.30 | | | 2.05 | | 690.1 | | ACOLITA<br>5.5 | | 42.6 | | | | | | |
| 110 P | 5.51 | 1.46 | 8.36 | **1.19** | 6.37 | | | 2.12 | | 695.6 | | MESQUITE<br>2.5 | | 37.1 | 12.53 | **1.19** | | | 3.28 | |
| 84 P | 5.55 | 1.50 | 8.40 | 1.24 | 6.42 | | | 2.15 | | 698.1 | | GLAMIS<br>4.9 | | 34.6 | f | | | | | |
| 108 P | 6.03 | 1.58 | 8.48 | 1.31 | 6.48 | | | 2.21 | | 703.0 | | RUTHVEN<br>6.4 | | 29.7 | 12.44 | 1.09 | | | 3.19 | |
| 69 P | 6.14 | 2.09 | 8.59 | 1.39 | 6.56 | | | 2.28 | | 709.4 | | DRYLYN<br>2.9 | | 23.3 | | | | | | |
| 69 P | 6.20 | 2.15 | 9.05 | 1.44 | 7.01 | | | 2.32 | | 712.3 | | CACTUS<br>4.3 | | 20.4 | 12.33 | 12.58 | | | 3.08 | |
| 106 P | 6.37 | 2.32 | 9.22 | 1.51 | f 7.07 | | | 2.38 | | 716.6 | | OGILBY<br>6.1 | | 16.1 | f 12.28 | 12.53 | | | 3.03 | |
| 69 P | 6.47 | 2.42 | 9.32 | 1.59 | 7.15 | | | 2.45 | | 722.7 | | KNOB<br>3.4 | | 10.0 | 12.21 | 12.46 | | | 2.56 | |
| P | 6.54 | 2.48 | 9.39 | 2.05 | 7.20 | 11.04AM | | 2.50 | 2.37AM | 726.1 | | ARAZ JUNCTION<br>0.9 | | 6.6 | 12.16 | 12.41 | 1.00AM | 1.20PM | 2.51 | |
| IP | | | | | | | | | | 727.0 | | TO ARAZ<br>4.9 | D. T. | 5.7 | | | | | | |
| Spur 30 | | | | | | | | | | 731.9 | | COLORADO<br>0.8 | | 0.8 | | | | | | |
| Yard BKTYWOP | 7.15PM | 3.10PM | 10.00AM | s 2.20AM | s 7.35PM | s 11.20AM | | s 3.05AM | s 2.50AM | 732.7 | | TO-R YUMA | | 0.0 | 12.05AM | 12.30AM | 12.45AM | 1.00PM | 2.40PM | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (121.8) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (4.45)<br>25.64 | (4.40)<br>26.10 | (4.40)<br>26.10 | (3.03)<br>39.93 | (3.06)<br>39.29 | (0.16)<br>24.75 | (2.05)<br>27.16 | (2.45)<br>44.29 | (0.13)<br>30.46 | | | .......Time over District........<br>.....Average Speed per Hour..... | | | (2.36)<br>46.84 | (2.35)<br>47.09 | (0.15)<br>26.40 | (0.20)<br>19.80 | (2.32)<br>48.07 | (1.39)<br>34.30 |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 1 | Any Station | Discharge | | Yuma | Daily |
| 3 | Any Station | Discharge | | East of Yuma | Daily |
| 2 | Amos-Ogilby | Parcel Post | | | Daily |
| 2 | Any Station | Receive | Yuma | | Daily |
| 12 | Any Station | Receive | Phoenix | | Daily |
| 11 | Any Station | Discharge | | El Paso | Daily |
| 11 | Mecca, Thermal, Coachella | Discharge | | Yuma | Daily |

Gauntlet track over Colorado River Bridge between Signals 7320 and 7322 west of bridge, and signals 7321 and 7323 east of bridge. When signal indicates proceed, trains may proceed through the guantlet, irrespective of time table superiority, not exceeding eight (8) miles per hour. When signal indicates stop, and no train or engine in gauntlet, send flagman ahead, and, after waiting five minutes, follow flagman.

## POMONA SUBDIVISION

EASTWARD

Time Table No. 165

May 27, 1934

Pasadena Branch

WESTWARD

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from Pasadena |
|---|---|---|---|---|
| E 67 P<br>W 70 | 487.7 | TO | ALHAMBRA | 4.8 |
| | | | 0.8 | |
| | 488.5 | | CROSSING P. E. RY. | 4.0 |
| | | | 1.0 | |
| I | 489.5 | | CROSSING P. E. RY. | 3.0 |
| | | | 0.4 | |
| | 489.9 | | SO. PASADENA | 2.6 |
| | | | 0.7 | |
| 23 | 490.6 | | GARFIELD AVE. | 1.9 |
| | | | 0.6 | |
| 15 | 491.2 | | RAYMOND HOTEL | 1.3 |
| | | | 0.0 | |
| | 491.2 | | CROSSING A. T. & S. F. RY. | 1.3 |
| | | | 1.3 | |
| Yard WP | 492.5 | TO | PASADENA | 0.0 |
| | | | (4.8) | |

Service by extra trains only

## POMONA SUBDIVISION

EASTWARD

Time Table No. 165

May 27, 1934

Duarte Branch

WESTWARD

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from End of Track |
|---|---|---|---|---|
| E 67 P<br>W 70 | 487.7 | TO | ALHAMBRA | 14.0 |
| | | | 1.0 | |
| | 488.7 | | CROSSING P. E. RY. | 13.0 |
| | | | 0.8 | |
| 19 | 489.5 | | NORTH ALHAMBRA | 12.2 |
| | | | 0.6 | |
| 18 | 490.1 | | EAST ALHAMBRA | 11.6 |
| | | | 1.6 | |
| 41 | 491.7 | | SAN MARINO | 10.0 |
| | | | 1.2 | |
| Spur 3 | 492.9 | | SUNNYSLOPE | 8.8 |
| | | | 3.6 | |
| 20 | 496.5 | | ARCADIA | 5.2 |
| | | | 0.1 | |
| I | 496.6 | | CROSSING A. T. & S. F. RY. | 5.1 |
| | | | 1.6 | |
| 52 W | 498.2 | | MONROVIA | 3.5 |
| | | | 1.9 | |
| 21 TW | 500.1 | | DUARTE | 1.6 |
| | | | 1.5 | |
| | 501.6 | | RIVAS | 0.1 |
| | | | 0.1 | |
| 59 | 501.7 | | END OF TRACK | 0.0 |
| | | | (14.0) | |

Service by extra trains only

## POMONA SUBDIVISION

EASTWARD

Time Table No. 165

May 27, 1934

Covina Branch

WESTWARD

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | | Distance from Pomona |
|---|---|---|---|---|---|
| 96 PW | 497.3 | TO | BASSETT | | 17.8 |
| | | | 3.6 | | |
| 34 | 500.9 | | BALDWIN PARK | Staff System | 14.2 |
| | | | 0.1 | | |
| | 501.0 | | CROSSING P. E. RY. | | 14.1 |
| | | | 0.4 | | |
| 28 | 501.4 | | CRUSHTON | | 13.7 |
| | | | 0.3 | | |
| | 501.7 | | WITHAM | | 13.4 |
| | | | 0.6 | | |
| 33 | 502.3 | | IRWINDALE | | 12.8 |
| | | | 0.7 | | |
| Spur 8 | 503.0 | | LATEEN | | 12.1 |
| | | | 1.1 | | |
| 25 | 504.1 | | AZUSA AVENUE | | 11.0 |
| | | | 1.0 | | |
| Yard PW | 505.1 | TO | COVINA | | 10.0 |
| | | | 1.6 | | |
| 9 | 506.7 | | SAVOY | | 8.4 |
| | | | 0.7 | | |
| 27 | 507.4 | | CHARTER OAK | | 7.7 |
| | | | 1.1 | | |
| | 508.5 | | CRSG. P. E. RY. LONE HILL | Staff System | 6.6 |
| | | | 1.0 | | |
| 38 | 509.5 | | SAN DIMAS | | 5.6 |
| | | | 2.4 | | |
| 57 | 511.9 | | LA VERNE | | 3.2 |
| | | | 1.0 | | |
| Spur 14 | 512.9 | | HOBBS | | 2.2 |
| | | | 0.4 | | |
| | 513.3 | | GANESHA JCT. | | 1.8 |
| | | | 0.6 | | |
| | 513.9 | | CROSSING P. E. RY. | | 1.2 |
| | | | 0.6 | | |
| | 514.5 | | CROSSING P. E. RY. | | 0.6 |
| | | | 0.6 | | |
| Yard KPTW<br>245 | 515.1 | TO | POMONA | | 0.0 |
| | | | (17.8) | | |

Service by extra trains only

## POMONA SUBDIVISION

EASTWARD

Time Table No. 165

May 27, 1934

Chino Branch

WESTWARD

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from Ontario |
|---|---|---|---|---|
| Yard KPTW<br>245 | 514.3 | TO | POMONA | 10.8 |
| | | | 1.1 | |
| I | 515.4 | | CROSSING L. A. & S. L. RY. | 9.7 |
| | | | 4.6 | |
| Yard W | 520.0 | | CHINO | 5.1 |
| | | | 2.4 | |
| | 522.4 | | EUCLID AVENUE | 2.7 |
| | | | 2.6 | |
| I | 525.0 | | CROSSING L. A. & S. L. RY. | 0.1 |
| | | | 0.1 | |
| 125 Yard P | 525.1 | TO | ONTARIO | 0.0 |
| | | | (10.8) | |

Service by extra trains only

## POMONA SUBDIVISION

EASTWARD

Time Table No. 165

May 27, 1934

Riverside Branch

WESTWARD

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from Riverside |
|---|---|---|---|---|
| Yard<br>BKWYOPT | 539.0 | TO | COLTON | 7.2 |
| | | | 2.2 | |
| Spur 2 | 541.2 | | GRAND TERRACE | 5.0 |
| | | | 1.1 | |
| 98 P | 542.3 | | HIGHGROVE | 3.9 |
| | | | 1.0 | |
| 24 | 543.3 | | ORANGE CENTER | 2.9 |
| | | | 0.7 | |
| I | 544.0 | | CROSSING A. T. & S. F. RY. | 2.2 |
| | | | 1.4 | |
| | 545.4 | | RIVERSIDE JCT. | 0.8 |
| | | | 0.0 | |
| I | 545.4 | | CROSSING L. A. & S. L. RY. | 0.8 |
| | | | 0.8 | |
| Yard P | 546.2 | | RIVERSIDE | 0.0 |
| | | | (7.2) | |

Service by extra trains only

## POMONA SUBDIVISION

EASTWARD

Time Table No. 165

May 27, 1934

San Bernardino Branch

WESTWARD

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from San Bernardino |
|---|---|---|---|---|
| Yard<br>BKWYOPT | 539.0 | TO | COLTON | 3.2 |
| | | | 3.0 | |
| I | 542.0 | | CROSSING A. T. & S. F. RY. | 0.2 |
| | | | 0.2 | |
| Yard WY | 542.2 | | SAN BERNARDINO | 0.0 |
| | | | (3.2) | |

Service by extra trains only

## BEAUMONT SUBDIVISION

EASTWARD

Time Table No. 165

May 27, 1934

Redlands Branch

WESTWARD

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from Greenspot |
|---|---|---|---|---|
| 73 | 544.5 | TO | BRYN MAWR | 8.7 |
| | | | 0.5 | |
| | 545.0 | | MOTOR JCT. | 8.2 |
| | | | 2.8 | |
| Yard W | 547.8 | | REDLANDS, 2D STREET | 5.4 |
| | | | 0.1 | |
| | 547.9 | | CROSSING P. E. RY. | 5.3 |
| | | | 1.3 | |
| Spur 7 | 549.2 | | EASTBERNE | 4.0 |
| | | | 0.7 | |
| Spur 2 | 549.9 | | WARNER | 3.3 |
| | | | 0.6 | |
| | 550.5 | | MENTONE | 2.7 |
| | | | 0.9 | |
| Yard | 551.4 | | CRAFTON | 1.8 |
| | | | 1.8 | |
| Spur 3 | 553.2 | | GREENSPOT | 0.0 |
| | | | (8.7) | |

Service by extra trains only

## CALEXICO SUBDIVISION

| | EASTWARD | | | | | Time Table No. 165<br>May 27, 1934 | | | WESTWARD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | THIRD CLASS | FIRST CLASS | | | | | | | FIRST CLASS | | | THIRD CLASS |
| Capacity of Sidings in Car Lengths | 836<br>S. D. & A.<br>Mixed | 364<br>Motor | 820<br>Mixed | 362<br>S. D. & A.<br>Passenger | Distance from San Francisco | | STATIONS | Distance from Calexico | 363<br>S. D. & A.<br>Passenger | 365<br>Motor | 819<br>Imperial | 831<br>S. D. & A.<br>Mixed |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| 159 Yard BKWYOP | | 6.05 PM | 4.55 AM | | 667.5 | TO-R | NILAND | 41.0 | | s 3.55 PM | s 10.43 PM | |
| P | | f | f | | 672.0 | | 4.5<br>ESTELLE | 36.5 | | f | f | |
| Yard PY 92 | | f 6.19 | s 5.25 | | 675.7 | TO | 3.7<br>CALIPATRIA | 32.8 | | f 3.41 | s 10.33 | |
| Spur 77 P | | f | f | | 676.9 | | 1.2<br>BERNICE | 31.6 | | f | f | |
| Spur 30 P | | f 6.28 | f 5.35 | | 681.0 | | 4.1<br>ROCKWOOD | 27.5 | | f 3.32 | f 10.19 | |
| Yard KWP 130 | | s 6.41 | s 6.08 | | 686.2 | A. B. S.<br>TO | 5.2<br>BRAWLEY | 22.3 | | s 3.23 | s 10.10 | |
| P | | f | f | | 690.3 | | 4.1<br>GRAPE | 18.2 | | f | f | |
| Yard P 138 | | f 6.56 | s 6.28 | | 695.6 | TO | 5.3<br>IMPERIAL | 12.9 | | f 3.05 | s 9.38 | |
| Yard BKPY 190 | 6.00 AM | s 7.05 | s 6.58 | 12.30 AM | 699.4 | TO-R | 3.8<br>EL CENTRO | 9.1 | s 2.55 AM | s 2.55 | s 9.27 | s 7.25 PM |
| Yard 75 P | f 6.15 | f **7.15** | s 7.13 | f 12.38 | 704.0 | | 4.6<br>HEBER | 4.5 | f 2.46 | f 2.45 | s 9.10 | f **7.15** |
| Yard BKWYOP | s 6.30 AM | s 7.25 PM | s 7.25 AM | s 12.48 AM | 708.5 | TO-R | 4.5<br>CALEXICO | 0.0 | 2.37 AM | 2.35 PM | 9.00 PM | 7.00 PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (41.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (0.30)<br>18.20 | (1.20)<br>30.75 | (2.30)<br>16.40 | (0.18)<br>30.30 | | | ........Time over District........<br>.....Average Speed per Hour..... | | (0.18)<br>30.30 | (1.20)<br>30.75 | (1.43)<br>23.88 | (0.25)<br>21.84 |

**Time of first class trains at Calexico applies at passenger station.**
**First class trains stop on signal at Raymer's Camp, mile and one half mile east of Bernice.**

## CALEXICO SUBDIVISION

EASTWARD — Time Table No. 165 — WESTWARD

May 27, 1934

Sandia Branch

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from Holtville |
|---|---|---|---|---|
| Yard PY 101 | 675.7 | TO | CALIPATRIA | 27.8 |
| 73 | 681.8 | | 6.1<br>TURN | 21.7 |
| 24 P | 686.8 | | 5.0<br>MUNYON | 16.7 |
| 73 | 689.8 | | 3.0<br>MOSS | 13.7 |
| 24 | 691.7 | | 1.9<br>ORITA | 11.8 |
| 24 | 694.2 | | 2.5<br>CURLEW | 9.3 |
| 24 YP | 697.5 | | 3.3<br>SANDIA | 6.0 |
| Spur 9 | 699.4 | | 1.9<br>FULLER | 4.1 |
| | 703.5 | | 4.1<br>HOLTVILLE | 0.0 |
| | | | (27.8) | |

Service by extra trains only

## CALEXICO SUBDIVISION

EASTWARD — Time Table No. 165 — WESTWARD

May 27, 1934

Westmorland Branch

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from Westmorland |
|---|---|---|---|---|
| Yard PY 101 | 675.7 | TO | CALIPATRIA | 12.6 |
| | 679.1 | | 3.4<br>VERDANT | 9.2 |
| 12 | 680.6 | | 1.5<br>SHAMROCK | 7.7 |
| 22 | 683.1 | | 2.5<br>FONDO | 5.2 |
| Spur 2 | 684.8 | | 1.7<br>CASABA | 3.5 |
| 64 YP | 688.3 | | 3.5<br>WESTMORLAND | 0.0 |
| | | | (12.6) | |

Service by extra trains only

## SALTON SUBDIVISION

EASTWARD — Time Table No. 165 — WESTWARD

May 27, 1934

Laguna Branch

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Colorado |
|---|---|---|---|
| | 744.4 | POTHOLES | 12.2 |
| 16 | 743.8 | 0.6<br>LAGUNA | 11.6 |
| 25 | 739.6 | 4.2<br>SELLEW | 7.4 |
| Spur 14 | 737.8 | 1.8<br>BARD | 5.6 |
| | 732.2 | 5.6<br>COLORADO | 0.0 |
| | | (12.2) | |

Service by extra trains only

## FIRESTONE PARK SUBDIVISION

| EASTWARD | | | | | | | | | | WESTWARD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FIRST CLASS | | | | | | | | | FIRST CLASS | | | |
| Capacity of Sidings in Car Lengths | | | 22<br>Union Pacific Passenger | 8<br>Union Pacific Passenger | Distance from San Francisco | | Time Table No. 165<br>May 27, 1934<br>San Pedro Branch<br>STATIONS | | Distance from Point Firmin | 7<br>Union Pacific Passenger | 21<br>Union Pacific Passenger | | |
| | | | Leave Daily | Leave Daily | | | | | | Arrive Daily | Arrive Daily | | |
| IY | | | | | 481.9 | | RIVER STATION TOWER<br>1.8 | | | | | | |
| Yard<br>BKYWOP | | | 11.00PM | 8.00PM | 483.7 | TO-R | LOS ANGELES<br>1.5 | | 24.3 | s 8.30AM | s 9.45PM | | |
| | | | 11.10PM | 8.10PM | 485.2 | | WASHINGTON ST. JCT.<br>0.3 | | 22.8 | 8.18AM | 9.33PM | | |
| I | | | | | 485.5 | | CROSSING P. E. RY.<br>0.9 | D.T. | 22.5 | | | | |
| 98 | | | | | 486.4 | | VERNONDALE<br>0.9 | | 21.6 | | | | |
| I | | | | | 487.3 | | CROSSING A. T. & S. F. RY.<br>0.2 | | 20.7 | | | | |
| | | | | | 487.5 | | CROSSING P. E. RY.<br>1.6 | | 20.5 | | | | |
| 53 YWP | | | | | 489.1 | TO-R | FIRESTONE PARK<br>1.2 | | 18.9 | | | | |
| 30 | | | | | 490.3 | | TWEEDY<br>1.0 | | 17.7 | | | | |
| | | | | | 491.3 | | CROSSING P. E. RY.<br>0.5 | | 16.7 | | | | |
| 25 | | | | | 491.8 | | LYNWOOD<br>2.3 | | 16.2 | | | | |
| 61 | | | | | 494.1 | | COMPTON<br>2.1 | | 13.9 | | | | |
| I | | | | | 496.2 | | CROSSING P. E. RY.<br>1.5 | | 11.8 | | | | |
| | | | | | 497.7 | | ELFTMAN<br>0.7 | | 10.3 | | | | |
| Spur 2 | | | | | 498.4 | | DOLORES<br>1.6 | | 9.6 | | | | |
| 32 | | | | | 500.0 | | WATSON<br>1.4 | | 8.0 | | | | |
| Y | | | | | 501.4 | | THENARD<br>0.5 | | 6.6 | | | | |
| | | | | | 501.9 | | CROSSING P. E. RY.<br>0.2 | | 6.1 | | | | |
| | | | | | 502.1 | | BLINNVILLE<br>0.8 | | 5.9 | | | | |
| 32 | | | | | 502.9 | TO-R | WILMINGTON<br>1.6 | | 5.1 | | | | |
| I | | | | | 504.5 | | DRAWBRIDGE<br>1.0 | | 3.5 | | | | |
| Yard<br>BOWPK | | | | | 505.5 | | SAN PEDRO<br>0.9 | | 2.5 | | | | |
| | | | | | 506.4 | | CENTER STREET<br>1.6 | | 1.6 | | | | |
| | | | | | 508.0 | | POINT FIRMIN | | 0.0 | | | | |
| | | | Arrive Daily | Arrive Daily | | | (24.3) | | | Leave Daily | Leave Daily | | |
| | | | (0.10)<br>9.00 | (0.10)<br>9.00 | | | ........Time over District........<br>.....Average Speed per Hour..... | | | (0.12)<br>7.50 | (0.12)<br>7.50 | | |

Switch Tenders will be located at Washington Street Junction 3 P. M. to 11 P. M. Westward trains from Union Pacific stop to clear Alameda Street unless a signal to proceed is received from Switch Tender.

Eastward trains en route to Union Pacific must stop before crossing over Westward track near Washington Street Junction, unless signal to proceed is received from Switch Tender.

Westward trains and engines must not pass the clearing point of Union Pacific connection at Washington Street Junction when Switch Tender on duty, unless proceed signal is received from Switch Tender.

Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.

Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point of track on which moving unless proceed signal is received from Switch Tender or Yardmaster.

Engineers will start trains at Los Angeles on hand signal from trainmen only.

Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows:

"Passenger trains when backing must be equipped with back-up hose or pipe with whistle attached."

In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.

**All trains and yard engines moving from Thenard to San Pedro will communicate with yardmaster at San Pedro, from Thenard, and obtain his authority for the movement.**

## FIRESTONE PARK SUBDIVISION

| EASTWARD | | | | | | | WESTWARD | |
|---|---|---|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | | | Distance from San Francisco | | Time Table No. 165<br>May 27, 1934<br>Long Beach Branch<br>STATIONS | Distance from End of Track | | |
| Y | | | 501.4 | | THENARD<br>0.6 | 2.7 | | |
| | | | 502.0 | | CROSSING U. P. RY.<br>0.4 | 2.1 | | |
| | | | 502.4 | | CROSSING P. E. RY.<br>0.2 | 1.7 | | |
| | | | 502.6 | | MEAD<br>0.3 | 1.5 | | |
| 30 | | | 502.9 | | GASPUR<br>0.6 | 1.2 | | |
| | | | 503.5 | TO | LONG BEACH<br>0.1 | 0.6 | | |
| | | | 503.6 | | CROSSING P. E. RY.<br>0.5 | 0.5 | | |
| | | | 504.1 | | END OF TRACK | 0.0 | | |
| | | | | | (2.7) | | | |

Service by extra trains only

## FIRESTONE PARK SUBDIVISION

| EASTWARD | | | | | | | WESTWARD | |
|---|---|---|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | | | Distance from San Francisco | | Time Table No. 165<br>May 27, 1934<br>Santa Ana Branch<br>STATIONS | Distance from Dyer | | |
| 53 YWP | | | 489.1 | TO-R | FIRESTONE PARK<br>1.0 | 30.3 | | |
| 19 | | | 490.1 | | ARDMORE<br>1.8 | 29.3 | | |
| I | | | 491.9 | | CROSSING L. A. & S. L. RY.<br>0.2 | 27.5 | | |
| 24 | | | 492.1 | | SOUTHGATE<br>1.1 | 27.3 | | |
| 10 | | | 493.2 | | VINVALE<br>1.8 | 26.2 | | |
| 21 | | | 495.0 | TO | DOWNEY<br>2.4 | 24.4 | | |
| 17 P | | | 497.4 | | STUDEBAKER<br>1.7 | 22.0 | | |
| 39 | | | 499.1 | TO | NORWALK<br>2.1 | 20.3 | | |
| 20 | | | 501.2 | | CARMENITA<br>3.2 | 18.2 | | |
| 76 | | | 504.4 | | BUENA PARK<br>1.0 | 15.0 | | |
| 32 | | | 505.4 | | ALMOND<br>1.7 | 14.0 | | |
| 15 | | | 507.1 | | BROOKHURST<br>1.9 | 12.3 | | |
| Yard 24 WY | | | 509.0 | | WEST ANAHEIM | 10.4 | | |
| Yard 24 WY | | | 509.0 | | WEST ANAHEIM<br>0.8 | 9.6 | | |
| Spur 7 | | | 509.8 | | DREYFUS<br>1.2 | 8.8 | | |
| 29 | | | 511.0 | | MIRAFLORES<br>1.1 | 7.6 | | |
| | | | 512.1 | | WEST ANAHEIM JCT. | 6.5 | | |
| Yard 24 WY | | | 509.0 | | WEST ANAHEIM<br>1.2 | 10.4 | | |
| 39 | | | 510.2 | | ANAHEIM<br>1.7 | 9.2 | | |
| 30 P | | | 511.9 | | TUSTIN JCT.<br>1.0 | 7.5 | | |
| | | | 512.9 | | WEST ANAHEIM JCT.<br>1.7 | 6.5 | | |
| 19 | | | 514.6 | | WEST ORANGE<br>2.4 | 4.8 | | |
| Yard<br>BKWYOP | | | 517.0 | TO-R | SANTA ANA<br>0.1 | 2.4 | | |
| | | | 517.1 | | CROSSING W. LEG WYE<br>0.1 | 2.3 | | |
| | | | 517.2 | | CROSSING E. LEG WYE<br>2.2 | 2.2 | | |
| 63 | | | 519.4 | | DYER | 0.0 | | |
| | | | | | (30.3) | | | |

Service by extra trains only

## FIRESTONE PARK SUBDIVISION

**EASTWARD** — Time Table No. 165, May 27, 1934 — **WEST-WARD**

### Whittier Branch

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Whittier |
|---|---|---|---|
| 17 P | 497.4 | STUDEBAKER | 5.9 |
| | | 2.1 | |
| | 499.5 | FULTON WELLS | 3.8 |
| | | 1.1 | |
| 15 | 500.6 | LOS NIETOS | 2.7 |
| | | 0.0 | |
| I | 500.6 | CROSSING A. T. & S. F. RY. | 2.7 |
| | | 0.4 | |
| | 501.0 | CROSSING P. E. RY. | 2.3 |
| | | 1.2 | |
| 39 | 502.2 | EVERGREEN STREET | 1.0 |
| | | 0.9 | |
| | 503.1 | CROSSING P. E. RY. | 0.1 |
| | | 0.1 | |
| 27 TW | 503.2 | WHITTIER | 0.0 |
| | | (5.9) | |

Service by extra trains only

## FIRESTONE PARK SUBDIVISION

**EASTWARD** — Time Table No. 165, May 27, 1934 — **WEST-WARD**

### Los Alamitos Branch

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Los Alamitos |
|---|---|---|---|
| Yard YWP | 509.0 | WEST ANAHEIM | 9.4 |
| | | 1.3 | |
| Spur 3 | 510.3 | NEFF | 8.1 |
| | | 1.0 | |
| | 511.3 | NUTWOOD | 7.1 |
| | | 2.3 | |
| 33 | 513.6 | STANTON | 4.8 |
| | | 0.4 | |
| | 514.0 | CROSSING P. E. RY. | 4.4 |
| | | 0.1 | |
| Y | 514.1 | STANTON JUNCTION | 4.3 |
| | | 4.3 | |
| Yard | 518.4 | LOS ALAMITOS | 0.0 |
| | | (9.4) | |

Service by extra trains only

## FIRESTONE PARK SUBDIVISION

**EASTWARD** — Time Table No. 165, May 27, 1934 — **WEST-WARD**

### Smeltzer Branch

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Wiebling |
|---|---|---|---|
| Y | 514.1 | STANTON JUNCTION | 7.8 |
| | | 3.3 | |
| 50 W | 517.4 | WESTMINSTER | 4.5 |
| | | 1.5 | |
| 15 | 518.9 | SUGAR | 3.0 |
| | | 0.6 | |
| 27 | 519.5 | SMELTZER | 2.4 |
| | | 1.0 | |
| | 520.5 | WINTERSBURG | 1.4 |
| | | 1.4 | |
| 9 | 521.9 | WIEBLING | 0.0 |
| | | (7.8) | |

Service by extra trains only

## FIRESTONE PARK SUBDIVISION

**EASTWARD** — Time Table No. 165, May 27, 1934 — **WESTWARD**

### Tustin Branch

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Tustin |
|---|---|---|---|
| 30 | 511.9 | TUSTIN JCT. | 10.5 |
| | | 0.5 | |
| I | 512.4 | CROSSING A. T. & S. F. RY. | 10.0 |
| | | 0.3 | |
| | 512.7 | GRATTO | 9.7 |
| | | 1.8 | |
| 21 | 514.5 | MARLBORO | 7.9 |
| | | 0.2 | |
| | 514.7 | CROSSING A. T. & S. F. RY. | 7.7 |
| | | 2.0 | |
| 18 | 516.7 | VILLA PARK | 5.7 |
| | | 1.7 | |
| 33 | 518.4 | MCPHERSON | 4.0 |
| | | 1.0 | |
| 18 | 519.4 | EL MODENA | 3.0 |
| | | 3.0 | |
| 26 W | 522.4 | TUSTIN | 0.0 |
| | | (10.5) | |

Service by extra trains only

## AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

| CLASS | All Steel | Steel Underframe | Wood |
|---|---|---|---|
| Baggage—60 ft. | 93,070 | ....... | ....... |
| " —66 ft. | 127,610 | ....... | ....... |
| " —70 ft. | 122,620 | ....... | ....... |
| " —70 ft. (With Auto. End Door) | 125,800 | ....... | ....... |
| " —(Dynamo) | 98,730 | ....... | ....... |
| " | ....... | 87,120 | 81,120 |
| Baggage and Mail—60 ft. | 103,620 | ....... | ....... |
| " " " —69 ft. | 124,760 | ....... | ....... |
| " " " —70 ft. | 129,140 | ....... | ....... |
| " " " | ....... | 103,590 | 99,200 |
| Baggage and Passenger | 108,675 | 112,640 | 76,320 |
| Express Refr.—N.P.Ry. | ....... | 74,000 | 60,000 |
| " " —G.N.Ry. | ....... | ....... | 70,000 |
| " " —A.R.E. No. 40- 154 | ....... | 78,000 | ....... |
| " " — " " 155- 224 | ....... | 89,000 | ....... |
| " " — " " 500- 506 | ....... | 110,000 | ....... |
| " " — " " 1101-1175 | ....... | 85,000 | ....... |
| " " —P.F.E. " 500- 799 | ....... | 83,000 | ....... |
| Tea and Silk | ....... | ....... | 48,180 |
| Express, Horse | 133,050 | ....... | 81,033 |
| Postal | 112,120 | ....... | ....... |
| Postal Storage—40 ft. | 74,530 | ....... | ....... |
| " " —60 ft. | 105,120 | ....... | ....... |
| Club | 146,210 | 122,300 | ....... |
| Official | 170,700 | 155,370 | 109,370 |
| Chair—60 ft. | 100,620 | ....... | 84,740 |
| " —74 ft. | 163,900 | ....... | ....... |
| Coaches—60 ft. | 98,130 | ....... | ....... |
| " —70 ft. | 137,640 | ....... | ....... |
| " —72 ft. | 139,660 | ....... | ....... |
| " —73 ft. | 148,040 | ....... | ....... |
| " —72 ft. (Interurban) | 120,000 | ....... | ....... |
| " | ....... | ....... | 81,210 |
| All-Day Lunch—Chair | 105,970 | ....... | ....... |
| " " —Coach | 103,875 | ....... | ....... |
| Cafe Coach | ....... | 138,600 | ....... |
| Diner—70 ft. | ....... | 135,930 | 131,040 |
| " —72 ft. | 155,330 | 146,930 | 134,530 |
| " —77 ft. (Arch Type Roof) | 156,000 | ....... | ....... |
| " —77 ft. (Clere Story Roof) | 161,520 | 165,530 | ....... |
| " —79 ft. | 169,100 | ....... | ....... |
| " —80 ft. | 175,200 | ....... | ....... |
| Cafe Parlor | 148,950 | 161,200 | ....... |
| Lounge | 173,000 | ....... | ....... |
| Observation—75 ft. | 154,400 | ....... | ....... |
| " —77 ft. | 173,300 | ....... | ....... |
| " | ....... | 141,870 | 121,300 |
| Pullman—Observation | 164,600 | 153,000 | ....... |
| " —Observation Lounge | 171,200 | ....... | ....... |
| " —Lounge | 168,700 | ....... | ....... |
| " —Parlor | 155,600 | 147,500 | ....... |
| " —Bedroom Car | 167,600 | ....... | ....... |
| " —Standard Sleeper | 164,600 | 144,000 | ....... |
| " —Tourist | 140,600 | 133,000 | ....... |
| Rail Car—Gas-Electric, 400 H.P. | 158,400 | ....... | ....... |
| " " —Gas-Electric, 600 H.P. | 167,200 | ....... | ....... |
| " " —McKeen—55 ft. | 64,140 | ....... | ....... |
| " " — " —70 ft. | 71,530 | ....... | ....... |
| Observation (Open Top) | ....... | ....... | 62,000 |

**RULE 2.** Watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

| | | | |
|---|---|---|---|
| Los Angeles | Newton Moore, 301 O. T. Johnson Bldg.<br>Geo. D. Davidson Co., 445 S. Spring St.<br>O. H. Patzer, 2708 North Broadway. | | |
| Glendale | John R. Leaney | Indio | E. G. Shepard |
| Whittier | Ross R. Day | Yuma | Wm. Baird |
| Santa Ana | R. H. Ewert | San Fernando | Eugen Smith |
| Oxnard | Baker & Davis | Van Nuys, C. H. Berggren, | |
| Santa Barbara | I. F. Bitterly | | 6325 Van Nuys Blvd. |
| San Pedro | C. E. Perham | Ventura | R. W. Cummings |
| Long Beach | P. T. Myers | Brawley | F. T. De Arman |
| Pasadena | J. Herbert Hall Co. | El Centro | R. E. Couch, 621 Main St. |
| Pomona | C. C. Zilles | Fillmore | Harvey H. Hoy |
| Colton | E. W. Cosgrove | San Bernardino | Chas. M. Hanf |
| Redlands | Wm. H. Gordon | Riverside | F. S. Fisher |
| Beaumont | J. Fred Sprague | Calexico | Sieglitz Company |

**RULE 14 (d).** As specified below, four long and one short sounds will be indication that flagman may return from west.

| | |
|---|---|
| Saugus | Trains on Santa Paula Branch. |
| Burbank Jct. | Trains on Coast line via North Los Angeles and trains on Burbank Branch. |
| Mission Jct. | Trains on River Station Tower line. |
| Pomona | Trains on Covina Branch. |
| Ontario | Trains on Chino Branch. |
| Araz Jct. | Trains on Inter-Cal. line. |
| Colorado | Trains on Laguna Branch. |

**RULE 14 (e).** As specified below six long sounds will be indication that flagman may return from east.

| | |
|---|---|
| Calipatria | Trains on Sandia and Westmorland Branches. |
| Niland | Trains on Calexico line. |
| Bryn Mawr | Trains on Redlands Branch. |
| Colton | Trains on Riverside and San Bernardino Branches. |
| Pomona | Trains on Chino Branch. |
| Bassett | Trains on Covina Branch. |
| Alhambra | Trains on Duarte and Pasadena Branches. |
| Chatsworth | Trains on Burbank Branch. |
| Ventura Jct. | Trains on Ojai Branch. |
| Montalvo | Trains on Santa Paula Branch. |
| Thenard | Trains on Long Beach Branch. |
| Firestone Park | Trains on Santa Ana Branch. |
| Studebaker | Trains on Whittier Branch. |
| West Anaheim | Trains on Los Alamitos and Miraflores Branches. |
| Tustin Jct. | Trains on Tustin Branch. |
| Stanton Jct. | Trains on Los Alamitos Branch. |
| River Station Tower | Trains on Mission Jct. line. |

**RULES 17 and 19.** Display headlight and marker lights through Tunnels 25 and 26.

**RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.**

**RULES 72 and 73.** Trains and yard engines may move within limits of Los Angeles yard with current of traffic irrespective of time table superiority, except that freight trains and yard engines must take every precaution possible to avoid delaying passenger trains.

Eastward trains may move on Eastward track irrespective of time table superiority Araz Jct. to Yuma.

**RULE 83 (A).** Beaumont—Regular trains must register by Form 2642.

Trains originating and terminating must register at:

| | | |
|---|---|---|
| Oxnard | Los Angeles Yard | Los Angeles |

Trains indicated must register at:

| | |
|---|---|
| Montalvo | Nos. 351, 352, 353, 354 |
| Firestone Park | Westward extra trains |

Light engines will not register at Los Angeles Yard except those to and from the Firestone Park Sub-division.

**RULE 83 (B).** Except when necessary to check the register against superior train, trains may register by ticket (Form 2642) as follows:

| | |
|---|---|
| Saugus | First class trains |
| Burbank Jct. | Regular trains |
| Colton | First class trains |
| Niland | Nos. 1, 3, 4, 11, 822, 824, 826 |

### SANTA BARBARA

The train-order office is located at the freight house, from and to which point train orders are effective, except those that apply to westward first-class trains.

Los Angeles Division train orders held by westward first-class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first-class trains are effective only from the passenger station.

When conductors or engineers change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 must apply.

Rule 14-k must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains on the opposite track.

All trains must register at the freight house. First-class trains must register at the passenger station, and may register by ticket at the freight house.

Rule 83 (D) will apply at the freight house.

Eastward first-class trains may accept the registration of westward first-class trains at the passenger station as applying at the freight house.

**RULE 83 (D).** Trains must obtain clearance before leaving:

| | |
|---|---|
| Los Angeles Yard or River Station Tower | Trains en route to Firestone Park Subdivision. |
| Niland | All trains. |
| Saugus | Trains to and from Santa Paula Branch. |

**RULE 83 (E).** Westward extras must show on register at Firestone Park in "Time engine crew went on duty" column the number and date of running order held. When number thus registered corresponds with number held by restricted trains, registration may be accepted as identification required by Rule 83 E.

**RULE 93.** Yard limits are defined by yard limit signs at:

Santa Barbara
Ventura
Montalvo (on Santa Paula line only)
Oxnard
Fillmore
Saugus
San Fernando
Los Angeles
Santa Ana
Anaheim
West Anaheim
San Pedro
Pasadena
Pomona
Covina
Chino
Ontario
Colton
Beaumont
Indio
Niland
Calipatria
Brawley
Imperial
El Centro
Heber
Calexico

Trains must approach west lead to yard on third track eact of Glendale tower with caution, call for signal from switch tender, failing to receive proceed signal stop sufficient distance west to clear the lead.

Westward trains entering "A" yard Los Angeles, must sound whistle signal one long, one short, one long for information of switch tender.

Switch leading westward off westward main track towards Butte Street Yard, near 27th and Alameda, Los Angeles, also crossover switches in same location, may be left as used.

**RULE 95.** Eastward first-class trains taking down signals at Colton must do so at yard office.

**RULE D 97 (A).** On double track, trains may run extra, moving with the current of traffic, without running orders; between:

Burbank Jct., Alhambra and Firestone Park, Araz Jct. and Yuma.

**RULE 104.** The normal position of switches at junctions must be as follows:

| | |
|---|---|
| Santa Barbara | East end double track, buffer spring switch, lined normally for westward trains. |
| Montalvo | For Santa Barbara—Oxnard main track. |
| Stanton Jct. | West switch of wye for Smeltzer Branch. |
| Alhambra | Switch in westward siding for Duarte Branch. |
| Ontario | Chino Branch switch on siding for siding. |
| Ganesha Jct. | For Pacific Electric Line. |
| East of La Verne Station | For Pacific Electric Line. |
| Lone Hill | For Pacific Electric Line. |
| Wye Switch Westmorland Line. | For east leg of wye. |

### RAILROAD CROSSINGS NOT INTERLOCKED

Los Angeles Ry., on following spurs, Boyle Mfg. Co., Santa Fe Ave. near Fruitland Road; California Dressed Beef Co., 3969 Santa Fe Ave.; Date Street on Macy Street—STOP 25 feet from crossing and do not proceed until member of crew has gone on to crossing, ascertained that it is safe to do so, and has given suitable proceed signal.

Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.

Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.

Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks must have right of way provided ready to move immediately.

Pacific Electric Railway

- **First crossing one-half mile west of Wilmington, unless clear view and crossing seen to be unobstructed—STOP.**
- **One mile east of Thenard, Long Beach line—STOP.**
- **0.1 mile east of Long Beach—STOP.**
- **Griffith Lumber Spur, Santa Ana—STOP.**
- **Pasadena Branch M. P. 488.5 and Duarte Branch M. P. 488.7—STOP, be preceded by flagman and not foul crossing if Pacific Electric train is approaching.**
- **0.1 mile east Baldwin Park—STOP.**
- **0.4 mile east of Stanton—STOP.**
- **Riverside Jct.—STOP.**
- **Colton—Approach and proceed over crossing with caution.**
- **Redlands, 2nd St.—STOP. (This does not supersede rule in Time Table requiring highway traffic be protected by member of train crew.)**
- **North Hollywood—STOP.**
- **Van Nuys—Approach crossing not exceeding 8 miles per hour. If crossing clear proceed.**
- **Canoga Park—Approach crossing not exceeding 8 miles per hour. If crossing clear proceed.**
- **1.1 miles east of Vernondale—Approach crossing not exceeding 6 miles per hour. If crossing clear proceed.**
- **1 mile east Tweedy—Approach crossing not exceeding 6 miles per hour. If crossing clear proceed.**
- **0.4 mile east of Los Nietos—STOP.**

**Santa Fe Ry., 0.3 mile east of Marlboro—STOP.**

**Union Pacific Ry., old Chino line, Ontario—STOP, Electrically locked derails.**

**Union Pacific Ry., M. P. 502 Long Beach Branch—STOP.**

**RULE 221.** Light will not be displayed in train order signals on Firestone Park Subdivision east of Firestone Park; nor on Santa Paula, Duarte, Pasadena and Covina branches except when train orders are to be delivered.

**RULE 221 (A).** When delivering train orders which affect movement of trains entirely within limits of automatic block, or signal dispatching system, it will not be necessary for operator to transmit address and order numbers from clearance to train dispatcher and get OK, in which case OK time and initials of chief train dispatcher will be omitted. This provision does not apply to orders delivered which affect movement of trains partially or entirely outside of automatic block, or signal dispatching limits.

**RULE 869.** Swing brakeman must ride on top near middle of train as follows:

| | |
|---|---|
| Eastward | Chatsworth to Los Angeles Yard.<br>Tunnel to Los Angeles Yard.<br>Los Angeles to Bassett.<br>Bloomington to Colton.<br>Beaumont to Indio.<br>Knob to Yuma. |
| Westward | Beaumont to Colton.<br>Pomona to Puente.<br>Alhambra to Los Angeles.<br>Hasson to Camarillo.<br>Elayon to Saugus. |

All brakemen must ride on top of their freight trains through yards at Santa Barbara and Indio, and Los Angeles yard between Aurant and Glendale.

Trainmen must not ride on top of their train while passing through Tunnels 25 and 26.

**RULE 880.** Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineers on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

### TRAIN AND AIR INSPECTION

#### PASSENGER TRAINS

Descending grade between Bryn Mawr and Garnet, retainers must be turned up on all cars. Westward trains need not stop at Bryn Mawr to turn down retainers, but all those accessible must be turned down at that point, balance at first stop. When necessary for eastward trains to stop at Pershing, retainers may be turned up at that point instead of Apex.

#### FREIGHT TRAINS

Descending grade Beaumont to Edom, Pasadena and Redlands Branches, one retaining valve must be used for each 125 Ms.

Descending grade Beaumont to Colton one retaining valve must be used for each 140 Ms.

San Fernando to Burbank Jct., over 120 Ms but not over 150 Ms per operative brake, 25 per cent of retaining valves must be used. 150 Ms or over per operative brake all retaining valves must be used.

Tunnel to Saugus and Tunnel to San Fernando retaining valves must be used in manner outlined above (San Fernando to Burbank Jct.) if, in opinion of engineer, they are required.

Alhambra to Los Angeles shops 10 retaining valves must be used.

When movement of train can be advanced, retaining valves may be turned up at Pershing instead of Beaumont, and turned down at Redlands.

Retaining valves must be turned up commencing with head car in train and turned down in reverse order.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

**RULE 827.** Between Yuma and Niland a train handling loaded cars must not make a continuous run to exceed forty (40) miles without stop for inspection, except eastward freight trains may run Niland to Drylyn, and Acolita to Yuma.

Eastward freight trains must stop at Cabazon, Garnet (or Signal 5896), and Edom, and westward freight trains at El Casco or Ordway, 10 minutes, where trainmen must make careful examination of wheels.

The following are exceptions to this rule when additional stops may be avoided:

(a) Eastward freight trains stopping at Banning for other operating reasons, must inspect train, and may then move to Mons, where a 10-minute inspection must be made, and then run not to exceed 13 miles for following inspections.

(b) Eastward freight trains stopping at Owl for other operating reasons must be given not less than a 10-minute train inspection, and may then run to a point not beyond Palm Springs for second inspection, after which must not exceed a distance of 13 miles for following inspections.

(c) Eastward freight trains stopping at Cabazon for inspection, then making stop for operating reasons between Cabazon and Garnet, may make inspection at such stop and then run not to exceed 13 miles for following inspections.

(d) Eastward freight trains, averaging less than 110 M's per operative brake, must turn down retainers at Garnet, and last inspection must be made at Garnet, unless additional stop can be avoided, and 13-mile inspection rule will permit moving to Salvia or Rimlon for inspection.

(e) Eastward freight trains, averaging 110 M's or more per operative brake, last stop for inspection must be made at Rimlon or Edom, where retainers must be turned down, unless additional stop can be avoided, and 13-mile inspection rule will permit movement to Dry Camp for inspection.

(f) Westward freight trains stopping at El Casco must give not less than 10-minute train inspection, in which event stop at Ordway for inspection will not be made, or train stopping at Hinda or Haig, must give not less than 10 minutes to inspection, and may then move to Redlands for inspection.

(g) Before signalling train to proceed, which has stopped on grade for inspection, conductor or rear brakeman must consult air gauge in caboose and know that brake pipe is not obstructed by a closed angle cock.

(h) Engines running light, descending grades of 1½ per cent and over, must stop for inspection a sufficient length of time for the engineer to satisfy himself that tires and machinery are in satisfactory condition.

When running air-brake test on passenger trains is made at Beaumont, in accordance with instructions contained in Rule No. 16 in Book of Rules and Regulations Governing the Care and Operation of Air Brakes, the proper point to make this test, under ordinary conditions, is in the vicinity of the east switch at Beaumont.

Within limits of Los Angeles Yard, running air brake test as prescribed by Rule 16 of Airbrake Rules must be made only when leaving Los Angeles. On making test rear brakeman will use communicating signal 16 (h) when leaving Yuma or Los Angeles and approaching Burbank Junction from Valley and Coast lines.

Westward passenger trains, using air brakes at Burbank or Burbank Jct. will not make running test at Raymer Tower.

Standing air-brake test must be made at:

Beaumont.—By all trains except passenger trains on which brake pipe has not been separated.

Between Colton and Garnet 125 Ms per operative brake must not be exceeded.

At lay over points for passenger equipment, where there are no car inspectors, crews must make air-brake test before starting on initial trip, as follows: train must be fully charged, engineer then apply air brakes; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must signal engineer to release them, by sounding air whistle signal four times from rear car. Trainmen must then again examine each car in train to see that all brakes release, and report condition to engineer.

Head end passenger cars so constructed or loaded as to prevent trainmen passing through them must not be handled on rear of any passenger train.

## AUTOMATIC BLOCK SYSTEM

Block signals in addition to those shown in brackets on schedule pages are in operation as follows:

| | |
|---|---|
| River Station Tower and Naud Junction | Eastward track |
| College Street and River Station Tower | Westward track |
| Mission Junction and Naud Junction | Westward track |
| River Station Tower and Mission Junction. | |

Firestone Park governing movement westward trains from San Pedro and Santa Ana branches to westward main track.

Distant signals operated east and west end Piru, east end Camulos and east of East switch Castaic. These signals set at "caution" by open switch or train on main track between signal and switch or by train fouling main track.

Block signal lay out at Haig, Nicklin, Pershing, Mons and Flowing Well is so arranged that by opening main track switch or derailer, block signals between these stations and the next station beyond will indicate stop. When holding main track to meet a train, do not open switches until approaching train has passed the signal intermediate between stations.

Block signals—4500 to 4513 Saugus—5139, 5140, 5145 and 5146 Pomona—5196 and 5209 Ontario—5396 Colton—6111, 6115, 6116, 6118, 6119, 6121 Indio—6748, 6761 Calipatria—6846, 6852, 6869 Brawley—6990, 6991, 6994, 6995, 7001 El Centro—7066, 7078, 7085, Calexico govern movement of trains entering yards. If signals indicate stop, after stopping train may proceed with caution, not exceeding 12 miles per hour.

Short arm signal 5629 east end Beaumont siding governs trains entering siding. If signal does not clear when switch is thrown train must proceed under protection of flag through siding.

Due to operation of block signals between Glendale and Burbank, trains heading in or out from or to Westward main track at East end of siding must first line up inside switch before lining up derail switch. After movement has been made, derail must be lined up before inside switch is returned to normal position.

Westward trains stopped by Signals 4789, 4791 and 4793, near west end of new track, must not proceed until signal indicates proceed or hand signal to proceed is received from switch tender.

Eastward trains stopped by Signal 4790, near west end of new track, must not proceed until signal indicates proceed or hand signal to proceed is received from switch tender.

Dwarf light block signal east leg of wye Colorado normal indication dark. When derail closed signal will indicate stop. When route properly lined, and no train or engine in block, signal will indicate proceed. Train or engine moving to westward main track throw derail first, and when moving to eastward main track throw derail, then switch at west end crossover.

Dwarf light block signal located just west inside switch connection leading to main track El Centro, governing movement eastward trains of S. D. & A. Normal indication dark. When route properly lined and no train or engine in block signal will indicate proceed. If it continues to indicate stop 2 minutes after route is lined be governed by Rule 509.

Switch indicators and dwarf signals located:

Montalvo Wye.
West end house track, Oxnard.
Ruether Graham Feed Co. spur between Walnut and Spadra.
East end yard track, Indio.

When switch indicator shows clear, derail and switch may be lined for movement to main track. Signal is normally dark but when derail is lined signal will indicate stop. When derail and switch are both lined and block is clear signal will indicate proceed.

When switch indicator shows block occupied derail only may be lined, then after waiting two minutes, switch may be lined.

When signal indicates stop after switch and derail have been lined, train will proceed as prescribed by Rule 509.

Where light type diverging route signal is installed on mast of semaphore signal, the light in light type signal is extinguished when the semaphore signal indicates proceed, or proceed with caution. Where the light type diverging route signal is installed on mast of light type signal, the light in diverging route signal is extinguished when light in main route signal indicates proceed or proceed with caution.

In complying with Rule 511 between Burbank Junction and Los Angeles Yard and between Alhambra and Aurant, yard crews desiring to cross over to opposite main track must first open switch on track they occupy and wait three minutes before opening switch on opposite track.

**RULE 509.** When a block signal in advance of facing point oil buffer spring switch indicates Stop, careful examination of switch must be made before passing over it.

Train backing out of siding, unless backed clear of block signal, must be governed by Rule 509.

**RULE 516.** Overlaps are located at:

| | |
|---|---|
| Newhall | Eastward trains. |
| Stoneman | Eastward trains. |
| Stoneman | Westward trains. |
| Savanna | Eastward trains. |
| Bernice | Westward trains. |

## INTERLOCKING

For any movement against the current of traffic give one long and one short sound of steam whistle. When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give one short followed by one long sound for the information of signal operator.

### RAYMER TOWER

Crossing of Pacific Electric Railway, 0.9 mile east of Raymer.

### BURBANK JUNCTION TOWER

One long for Saugus Line or eastward main track.
One long, four short for Santa Barbara Line.
Five short for siding.
One long, one short, one long for Industrial Drill track.

### GLENDALE TOWER

Crossing of Pacific Electric Railway, 0.2 mile east of Glendale. To or from lead yard "A" five short.

### ALHAMBRA TOWER

Switch at end of double track is operated by signal operator. When signals are inoperative trainmen and enginemen must call signal operator and when authorized may proceed in accordance with Rule 663. Rule 605 does not apply at this tower.

### EL MONTE TOWER

Crossing of P. E. Ry. 0.1 mile east of El Monte. To or from east end of siding, five short.

### BLOOMINGTON TOWER

Crossing Pacific Electric Railway at Bloomington. To or from east end siding, five short. For house track or packing house spur, one long, one short and one long.

### COLTON TOWER

Crossing of A. T. & S. F. Railway, west end Colton yard. For No. 1 track, one long and four short; for No. 2 track, one long, one short and one long; for Riverside Branch, one short and two long, for Santa Fe interchange track, five short.

### ARAZ TOWER

Switches at Araz Junction are operated by signal operator. When signals are inoperative trainmen and enginemen must call signal operator and when authorized may proceed in accordance with Rule 663.

Crossover switches at Araz will be handled by signal operator. If switches Araz Jct. cannot be properly lined by signal operator for route to be used, trainmen and enginemen will crank switches when instructed by signal operator. Instructions posted in box housing the crank.

Westward trains, for movement to Inter-California, will give one long and four short sounds of whistle.

### SAN BERNARDINO-RIVERSIDE BRANCHES

### E STREET TOWER

Crossing of A. T. & S. F. Ry., at San Bernardino. To go around Y one long, one short and one long; for house track, three long and one short. For P. E. track one long and four short.

### HIGHGROVE INTERLOCKING PLANT (AUTOMATIC)

Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

### RIVERSIDE TOWER

Crossing of A. T. & S. F. Ry., at Riverside Junction.

### SANTA ANA BRANCH

### SOUTHGATE INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry.

### SAN PEDRO BRANCH

### NADEAU INTERLOCKING PLANT (AUTOMATIC)

Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

### DOMINGUEZ TOWER

Crossing Pacific Electric Railway, 1.5 miles west of Elftman.

### SAN PEDRO DRAWBRIDGE TOWER

Governing movement of trains over drawbridge one mile west of San Pedro.

### WHITTIER BRANCH

### LOS NIETOS TOWER

Crossing A. T. & S. F. Ry. at Los Nietos.

### TUSTIN BRANCH

### ANAHEIM TOWER

Crossing A. T. & S. F. Ry., 0.5 mile east of Tustin Junction.

### PASADENA BRANCH

### MARENGO INTERLOCKING PLANT (REMOTE CONTROL P. E. ONEONTA TOWER)

Crossing of Pacific Electric Railway 0.4 mile west of South Pasadena.

### DUARTE BRANCH

### ARCADIA TOWER

Crossing A. T. & S. F. Ry., 0.1 mile east of Arcadia.

### CHINO BRANCH

### POMONA JCT. TOWER

Crossing Union Pacific Ry., 1.1 miles east of Pomona. For Packing House Track one long and four short.

### ONTARIO INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry., 0.2 mile west of Ontario.

### LOS ANGELES YARD

### DAYTON AVENUE TOWER

One long for main track.

One long, one short, one long for freight lead or Midway yard.

Five short for east bank line or "C" yard.

### RIVER STATION TOWER

One long for main track; five short for Yuma or Yard lead; one long, one short and one long for Hotel track or New House; one long and four short for Platform or EO tracks; one long and one short for movements against traffic, except toward Mission Junction, four short and one long.

### NAUD JUNCTION TOWER

Trains running via Mission Junction, four short.

### MISSION TOWER

Crossing A. T. & S. F. and Union Pacific Railways, 1.9 miles east of Los Angeles, or 0.6 mile east of River Station Tower.

One long for Southern Pacific main track or for movements east or west on East Bank line.

One long, four short for roundhouse, or from and to East Bank line and Pomona subdivision.

Five short for River Station Tower.

Three long, one short for Brewery Spur.

Four short, one long to Union Pacific Transfer.

One long, one short, one long for outbound roundhouse track.

One long, one short, one long for Pacific Coast Packing Company.

Two short, one long, one short for Pressed Brick Spur.

One short, one long, one short for Barber Asphalt.

Three long, one short for Lacey Mfg. Co.

For any movement to River Station Tower against the current of traffic—one long and one short, followed by five short.

### CLEMENT JUNCTION TOWER CROSSING P. E. RY.

To go on Butte St. interchange yard, one long, one short, one long. Through crossover either direction, one short, two long.

### AUTOMATIC INTERLOCKING PLANTS

When signal governing use of automatic interlocking is at "Stop," and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box, equipped with a switch lock, at crossing and must comply with rules posted therein.

After release has been operated by flagman, signal should change to "Proceed," or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. In the event red indicator light does not appear, movement over crossing must be protected in each direction on the intersecting tracks. Instructions in box indicate the time interval required for release to function.

## STAFF SYSTEM

### COVINA BRANCH

Between Lone Hill, San Dimas, La Verne and Ganesha Junction, and between Baldwin Park, Irwindale and initial switch yard on Reliance Spur.

## MISCELLANEOUS

Leading engines must be detached before taking water on freight trains descending grade at Garnet, Palm Springs, Cabazon, Beaumont, El Casco, San Fernando, Chatsworth, and Moorpark. Short movement with heavy freight train to spot for oil or water is prohibited.

Westward first and second-class trains required to take siding at Ventura to meet eastward trains must enter siding at connection located near Home Signal 3983.

Schedule time and train orders of eastward first and second-class trains at Ventura apply at connection located near Signal 3983.

Freight trains at Ventura, when first or second-class trains meet there, must keep clear of siding between Signal 3983 and west end of siding.

Trains using siding at Oxnard must enter and leave same through connection near west water column at signals 4078, 4077, and schedule time and train orders of westward trains will apply at this connection. Inside switch on Oxnard siding must be left lined for drill track.

Trains of the Ventura County Railway have preference on Oxnard wye.

Pocket track, Saugus Yard, just west of west siding near oil spout must not be used by trains.

With the exception of those noted below, switches on Alameda Street, are unsafe for operation of road engine on account of excessive curvature.

North Spring St.; Crossover at College St.

| | |
|---|---|
| Alameda St. | Crossover just west of Macy Street. |
| | Crossover just west of Commercial Street. |
| | Crossover just west of Fourth Street. |
| | Eastward conn. at Naud Jct. |
| | Westward conn. at Naud Jct. |
| | West leg wye conn. 7th and Alameda Coach Yd. |
| | East leg wye conn. 7th and Alameda Coach Yd. |
| | Crossover at Washington St. from eastward to westward, leading to Union Pacific connection. |
| | Union Pacific conn. at Washington St. near Clement Jct. |
| | Crossover between Fifth and Sixth Streets and between Seventh and Eighth Streets. |

Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track.

Engines with pony trucks must not head in on single tongue girder-rail switches.

West end Burbank Branch, Chatsworth, is at East Connection Switch, Signal 4461, east of station.

West end Covina Branch at Bassett is at Covina main track derailing switch near water tank.

West end Chino Branch is at Pomona Junction.

First-class trains, meeting at Pomona, will use connections just east and west of station to enter and leave siding. Freight trains at Pomona, when first-class trains meet there, will keep these connections and track between them, clear.

At Colton, when taking siding, initial switch for eastward first-class trains is just east of Santa Fe crossing, and for other eastward trains, switch just east of 9th Street leading into train yard.

Eastward inferior train, using main track between Santa Fe Crossing and switch leading into train yard, must do so only under protection against superior train.

Trains taking siding at Palm Springs must keep to the right, westward trains taking first track from main track and eastward trains second track from main track. Inside switches at approaching end of siding must be left lined accordingly.

When first-class trains meet at Indio, eastward trains take siding through connection just west of station.

West end Calexico Subdivision at Niland is at connection just west of water column.

Eastward passenger trains to the Calexico Subdivision must leave, and westward passenger trains from the Calexico Subdivision must enter, main track through connection just west of water column.

Shoving on wooden frame cabooses or light equipment in trains such as wooden frame flats and outfit cars, is not permitted.

Engine with cars must not be cut off or coupled to a train while same is in motion.

Do not handle cars ahead of engine on descending grade when possible to avoid it. When not possible to avoid it, in addition to a careful examination of hand and air brakes and couplers, before the movement is commenced the car must be chained to the engine.

Switching movement from spurs on heavy grades must be made in a manner to make it impossible for cars to run out on main track. Do not switch cars into a siding on a grade where such siding is unprotected by a derail. Whenever possible, when switching on heavy grades, engine should be kept on downhill side of cars, or such switching moves be made against a derail.

Use of S. P. class engines in making running switches is prohibited unless engine is routed over other than diverging track, except at east end Beaumont, and speed must not exceed 8 miles per hour entering turnout.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Edison Spur one mile west of Pardee—Telegraph Road on Spur. (Movements to be made only during daylight hours.)

Limoneria Spur and Rockbank—Telegraph Road on spur.

Industrial—Fletcher Drive, on Van de Kamp spur.

South Gate—Independence Avenue, on Philadelphia Quartz Co. spur.

Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.

Riverside—Orange Avenue, Seventh and Eighth Streets.

Redlands Second Street—Orange Street, Second Street.

Redlands Second Street—Fourth Street on Mutual Orange Assn. Spur.

Duarte—Foothill Boulevard, east of Station.

Anaheim—Los Angeles Street.

Santa Ana—Fourth Street.

Alhambra—Mission Road on track leading to Edison Plant.

Yuma—All crossings in old yard.

In cutting crossing Sepulveda Boulevard Raymer, Penrose Ave., Roscoe or Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

Cars must not be left standing or spotted on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeill & Libby Plant, S. E. corner of Verdugo Ave. and S. P. tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and S. P. tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and S. P. tracks; on Team Track, most northerly track crossing Olive Avenue.

When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a human flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

Before pushing or backing cars on house track or drill track over Main Street crossing, El Centro, flagman must be placed on crossing until leading car has passed.

Trains receiving orders to run extra between Santa Barbara and Los Angeles, Colton and Los Angeles, Niland and Calexico, in either direction, must consider such movements via the main track, and not via Chino, Covina, Van Nuys or Holtville unless order so states.

When necessary for trackmen to place signals on track between Grand Terrace and San Bernardino, which parallels the Pacific Electric, such signals must be placed on the east side of the S. P. track and Pacific Electric will place their signals on west side of Pacific Electric track. This is to avoid signals between the tracks, confusing employees of both lines.

P. F. E. employes icing and working around cars at ice decks Colton, P. F. E. tracks 5, 6 and 7, must be protected as follows: blue disc by day and blue light by night must be displayed on each end of shed above ice deck adjacent to track to be protected, and while so displayed, cars spotted at ice decks must not be coupled to or moved.

Eastward freight trains from Valley having more cars than can be placed between San Fernando Road (Turkey Crossing) and home interlocking signal, Burbank Junction, finding automatic home signal 4706 at stop, must stop west of San Fernando Road Crossing, call signal operator on telephone located on line pole opposite above home signal, and be governed by his instructions.

Trains and engines moving on Alameda Street, Los Angeles, between Aliso Street and Washington Ave., inclusive, must respect City traffic signals, when same are in operation.

Passenger equipment in freight trains must be handled on rear next ahead of outfits and other rear end equipment, and must be placed to rear of helper engines; except express refrs may be handled on head end of train.

## DERAILS IN MAIN TRACK

Long Beach—5 feet east of switch to Blacks Spur.

### COVINA BRANCH

Bassett—120 feet west of water tank, mile post 497.52.

Pomona—50 feet west of west line of Rebecca St., mile post 514.8.

### REDLANDS BRANCH

Crafton—163 feet west of west switch, mile post 551.1.

Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

### SANDIA BRANCH

Calipatria—174 feet east of junction switch M. P. 676.05.

### WESTMORLAND BRANCH

Calipatria—171 feet east of junction switch M. P. 676.05.

### OJAI BRANCH

Ventura Jct.—250 feet west of junction switch.

## SPEED TABLE

| Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|---|---|---|---|---|---|---|---|
| 6 | 10.00 | 24 | 2.30 | 37 | 1.37 | 49 | 1.13 |
| 8 | 7.30 | 25 | 2.24 | 38 | 1.34 | 50 | 1.12 |
| 10 | 6.00 | 26 | 2.18 | 39 | 1.33 | 51 | 1.10 |
| 12 | 5.00 | 27 | 2.13 | 40 | 1.30 | 52 | 1.09 |
| 15 | 4.00 | 28 | 2.08 | 41 | 1.27 | 53 | 1.08 |
| 16 | 3.45 | 29 | 2.04 | 42 | 1.25 | 54 | 1.06 |
| 17 | 3.31 | 30 | 2.00 | 43 | 1.23 | 55 | 1.05 |
| 18 | 3.20 | 31 | 1.56 | 44 | 1.21 | 56 | 1.04 |
| 19 | 3.09 | 32 | 1.52 | 45 | 1.20 | 57 | 1.03 |
| 20 | 3.00 | 33 | 1.49 | 46 | 1.18 | 58 | 1.02 |
| 21 | 2.51 | 34 | 1.45 | 47 | 1.16 | 59 | 1.01 |
| 22 | 2.43 | 35 | 1.42 | 48 | 1.15 | 60 | 1.00 |
| 23 | 2.36 | 36 | 1.40 | | | | |

## SPEED RESTRICTIONS

**MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT AS OTHERWISE PROVIDED FOR BETWEEN KNOB AND EDOM.**

**MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN MUST NOT EXCEED 35 MILES PER HOUR EXCEPT AS OTHERWISE PROVIDED FOR BETWEEN KNOB AND EDOM.**

**NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES BETWEEN M. P. 633.7 AND 634.5 AND BETWEEN M. P. 640.6 AND 641.0.**

**NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEG.**

**MAXIMUM PERMISSIBLE OPERATING SPEEDS FOR ENGINES MENTIONED BELOW, SUBJECT TO RESTRICTIONS OTHERWISE IMPOSED.**

**WITH TRAINS:**

**50 MILES PER HOUR: MK 5, 6, 7, 8, 9, M, T 1, 2, 7 to 23, 28, 31, 36, SD&A 20, 25.**
**45 MILES PER HOUR: AC 4, 5, 6, F 1, 3, 4, 5, 6, SP 1, 2, 3, C 2 to 10, 18 to 29 incl., AM 2, MM 2.**
**40 MILES PER HOUR: MK 2, 4, AC 1, 2, 3, MC 2, 4, 6, C 11, 12, 14, 15, 17, TW.**

**LIGHT ENGINES:**

**Running forward: 35 MILES PER HOUR, with following exceptions:**
**40 MILES PER HOUR A, E, P, MT 1, 2, 3, 4, 5, GS 1.**
**30 MILES PER HOUR AC 1, 2, 3, 4, 5, 6, AM 2, MC 2, 4, C 11, 12, 14, 15, 17, TW, 2, 4.**
**20 MILES PER HOUR S and SE.**

**Running backward: light or in train; 30 MILES PER HOUR on tangent track and 20 MILES PER HOUR on curves, except 20 MILES PER HOUR for S and SE.**

**TENDERS:**

**50 MILES PER HOUR with water capacity 7,000 Gals. or less, except 70-R-1 and 70-SC-1.**
**60 MILES PER HOUR with water capacity in excess of 7,000 Gals and including 70-R-1 and 70-SC-1.**
**Trains handling relief outfit main track and Santa Ana branch, 25 miles per hour; branches other than Santa Ana, 15 miles per hour.**

| Page | BETWEEN | Psgr. m. p. h. | Frt. m. p. h. | Lgt. Eng. m. p. h. |
|---|---|---|---|---|
| 2, 3 | Over switch end double track East Santa Barbara, eastward trains | 15 | 15 | 15 |
| | Same, westward trains | 20 | 20 | 20 |
| 2, 3 | Between East switch Wave and distant signal west of Sea Cliff | 45 | 30 | 30 |
| 2, 3 | M. P. 390.84 and 391.23 | 40 | 30 | 30 |
| 2, 3 | M. P. 396.67 and 396.87 | 40 | 30 | 30 |
| 2 | Ojai Line (except as below) | 20 | 20 | 20 |
| 2 | M. P. 407 and 408 | 10 | 10 | 10 |
| 2 | Chatsworth and Burbank via Van Nuys | 25 | 20 | 20 |
| 3 | Montalvo and Saugus (except as below) | 40 | 25 | 25 |
| 3 | M. P. 414.06 and 414.20 | 30 | 18 | 18 |
| 3 | M. P. 431.62 and 438.10 | 25 | 18 | 18 |
| 3 | M. P. 439.05 and 439.41 | 25 | 18 | 18 |
| 3 | M. P. 440.93 and 441.35 (reverse curves Del Valle) | 25 | 18 | 18 |
| 3 | M. P. 441.35 and 441.96 | 25 | 18 | 18 |
| 3 | Engines backing, four above locations | 12 | 12 | 12 |
| 3 | M. P. 444.20 and 444.84 | 30 | 18 | 18 |
| 2, 3 | Between East switch Corral track and switches west end Oxnard | 30 | 20 | 20 |
| 2, 3 | West End Tunnel 26 and M. P. 444.39 | 30 | 25 | 25 |
| 4, 5 | Between east switch Saugus and West Portal Tunnel 25 | 40 | 25 | 25 |
| 4, 5 | West end Tunnel 25 and M. P. 458.14 | 30 | 20 | 20 |
| 4, 5 | M. P. 458.14 and M. P. 462, except | .. | 25 | 25 |
| 4, 5 | M. P. 458.80 and M. P. 458.94 | 40 | 25 | 25 |
| 4, 5 | Through crossovers Burbank Jct. Tower | 30 | 20 | 20 |
| 4, 5 | Between Glendale Tower and Dayton Ave. Tower | 40 | .. | .. |
| 4, 5 | Between Dayton Ave. Tower and River Station Tower | 25 | 15 | 15 |
| 4, 5 | Through turnouts each end New Main tracks Los Angeles yard | 30 | 20 | 20 |
| 4, 5 | On third track between Glendale Tower and west lead New Yard | .. | 15 | 15 |
| 6 | Over switch end of double track Alhambra eastward trains | 30 | 20 | 20 |
| 6 | East bank line between Dayton Ave. Tower and Mission Tower | 20 | 20 | 20 |
| 6 | M. P. 522 and M. P. 528 | 40 | 35 | 35 |
| 6 | M. P. 537 and Colton | 30 | 20 | 20 |
| 6, 7 | Between Outside switches Colton | 15 | 15 | 15 |
| 7 | M. P. 540 and 546.3 (descending grade) | .. | 25 | 35 |
| | M. P. 546.3 and 567 (descending grade) | 40 | 20 | 35 |
| | M. P. 567 and 588 (descending grade) | 40 | 20 | 35 |
| | M. P. 588 and 599 (descending grade) | .. | 30 | 35 |
| | M. P. 599 and 610.9 | 60 | 40 | 40 |
| 7, 8 | Between Outside switches, Indio | 25 | .. | .. |
| 8 | Knob and Indio (Except on curves between | 60 | 40 | 40 |
| | M. P. 633.7 and 634.5, M. P. 640.6 and 641.0) | 50 | 35 | 35 |
| 8 | Between M. P. 684 and 722 | .. | 35 | 35 |
| 8 | Araz Jct., through crossover switches, junction switch, and end of double track | 30 | 20 | 20 |
| 8 | West Switch, Colorado and Yuma | 15 | 15 | 15 |
| 9 | Pasadena Branch | 15 | 15 | 15 |
| 9 | Duarte Branch | 30 | 20 | 20 |
| 9 | Over bridge 496E just east of Arcadia | 10 | 10 | 10 |
| 9 | Covina Branch (except C Class engines) | 40 | 25 | 25 |
| 9 | Covina Branch, C Class engines | 20 | 20 | 20 |
| 9 | Chino Branch | 20 | 20 | 20 |
| 9 | Bryn Mawr and Crafton | 25 | 20 | 20 |
| 9 | Between San Bernardino and Riverside | 35 | 20 | 20 |
| 10 | Niland-Station and wye switch on Calexico line | 20 | 20 | 20 |
| 11 | Laguna Branch | 20 | 20 | 20 |
| 10 | Westmorland Branch | 25 | 25 | 25 |
| 10 | Over Alamo Bridge between Calipatria and Rockwood | 30 | 20 | 20 |
| 10 | Calipatria and Sandia | 25 | 25 | 25 |
| 10 | Sandia and Holtville | 20 | 20 | 20 |
| 10 | Calexico between west outside switch and International Boundary Line | 25 | .. | .. |
| 11 | Clement Jct. and Firestone Park | 30 | 20 | 20 |
| 11 | Over crossing Nadeau interlocking plant | 10 | 10 | 10 |
| 11 | Between Firestone Park and San Pedro (except as below) | 40 | 30 | 30 |
| 11 | Thenard and Fifth Street San Pedro | 15 | 15 | 15 |
| 11 | Long Beach Branch | 40 | 25 | 25 |
| 11 | Long Beach Branch between P. E. Crossing and Anaheim Road | 10 | 10 | 10 |
| 11 | Between Crossover Switches at end of double track and opposite station building, Firestone Park | 15 | 15 | 15 |
| 11 | Santa Ana and Firestone Park (except as below) | 40 | 30 | 30 |
| 11 | West Anaheim and 1 mile east of Anaheim | 15 | 15 | 15 |
| 11 | West Anaheim and West Anaheim Jct. via Miraflores | 15 | 15 | 15 |
| 11 | Santa Ana and Dyer | 30 | 25 | 25 |
| 12 | Whittier Branch | 30 | 30 | 15 |
| 12 | Whittier Branch, engines backing | 20 | 20 | 15 |
| 12 | Whittier Branch over Telegraph Road | 10 | 10 | 10 |
| 12 | Los Alamitos Branch | 20 | 15 | 15 |
| 12 | Smeltzer Branch | 30 | 25 | 25 |
| 12 | Tustin Branch | 20 | 20 | 20 |

## SPEED OF TRAIN REGULATED BY ORDINANCE THROUGH CITY LIMITS

| Page | BETWEEN | Psgr. m. p. h. | Frt. m. p. h. | Lgt. Eng. m. p. h. |
|---|---|---|---|---|
| 2, 3 | Santa Barbara | 20 | 20 | 20 |
| 2, 3 | M. P. 372 and 1410 feet East | 30 | 20 | 20 |
| 2, 3 | Ventura | 10 | 10 | 10 |
| 3 | Santa Paula | 15 | 15 | 15 |
| 4, 5 | San Fernando, over street crossings east and west of station | 25 | 25 | 25 |
| 4, 5, 6 | Los Angeles; between 25th St., River Station tower, Naud Jct. and easterly line of Main St. | 10 | 10 | 10 |
| 6 | Los Angeles, entering street intersections between easterly line of Main St. and easterly line of Valley Boulevard | 15 | 15 | 15 |
| 6 | El Monte | 20 | 20 | 20 |
| 6 | Pomona, 2640 feet each side of station | 30 | 30 | 30 |
| 6 | Ontario, 2640 feet each side of station | 25 | 25 | 25 |
| 6, 7 | Colton | 15 | 15 | 15 |
| 9 | Pasadena, Hope Street crossing M. P. 490.4 | 6 | 6 | 6 |
| 9 | Pasadena, California Street crossing M. P. 491.8 | 5 | 5 | 5 |
| 9 | La Verne, 7958 feet west and 3336 feet east of station | 40 | 25 | 25 |
| 9 | Covina Branch Pomona Jct. switch and 1161 feet west | 15 | 15 | 15 |
| 9 | Redlands, 2nd St., all street crossings | 10 | 10 | 10 |
| 9 | San Bernardino, across Second, Rialto and Mill Streets | 20 | 20 | 20 |
| 10 | El Centro, Main Street crossing | 20 | 20 | 20 |
| 10 | Calipatria, Main Street | 12 | 12 | 12 |
| 11 | Los Angeles; 25th St and River Station Tower | 10 | 10 | 10 |
| 11 | Vernon 783 feet east of Clement Jct. and Slauson Ave., 9340 feet | 20 | 20 | 20 |
| 11 | Compton over Orange and Olive Sts. | 20 | 20 | 20 |
| 11 | Compton over Main Street | 8 | 8 | 8 |
| 11 | Santa Ana, 3208 feet west and 2132 feet east Station | 12 | 12 | 12 |

F, Mt, SP and AC class engines must not be used on any Branch.

Engines heavier than C5 class must not be used on Pasadena and Duarte Branches.

Engines heavier than M4 class must not be used on Ojai Branch except C class may be used between Ventura Junction and Ortonville.

Engines heavier than M8 class must not be used on Miraflores, Smeltzer, Los Alamitos, Tustin and Laguna Branches.

A and P class engines over 75,000 lbs. on drivers, T class over 100,000 lbs. on drivers, M class over 135,000 lbs. on drivers, TW class or C class over 125,000 lbs. on drivers, and cars gross load over 154,000 lbs. are restricted from operating over bridges 401-L and 405-B on Ojai Branch.

Engines heavier than C class must not be used on High Line San Pedro; back team tracks west of Main St., winery spur, Pomona; Orange Products spur south side building, Ontario; quarry tracks, Declezville; west end oil unloading track, Blinn Lumber spur, Beaumont; spur Rockwood; icing tracks or leads, Brawley, El Centro, Calexico; industry tracks between Niland and Calexico; wye Calexico and old wye, El Centro; spurs between Indio and Yuma.

Tracks 1, 2 and 3, Roscoe gravel pit, must not be used.

AC class engines must not use Bunnel or Day tracks Saugus or Wye Colton, except may use Bunnel track Saugus on west end to point not to exceed two engine-lengths east of crossover.

Engines must not pass over scale in Guasti Winery spur near east end.

Engines must not use Lime Spur, hog ranch, South Fontana.

Engines must not use Reuther-Graham spur east of Walnut beyond 1300 feet from main track switch.

F class engines may use Ojai branch at Ventura Jct. and Santa Paula branch at Montalvo providing sufficient cars are held on to, to keep engines off light rail at turnouts.

F class engines must not exceed 8 miles per hour on No. 7 turnouts and all slip-switches.

F class engines must not exceed 8 miles per hour on tracks other than main tracks, or 4 miles per hour backing through crossovers and turnouts, Santa Barbara.

C class engines must not exceed 5 miles per hour on curves and 20 miles per hour on straight track running forward or 5 miles per hour on curves and 15 miles per hour on straight track running backward on Limoneria spur (Santa Paula).

C class engines must not exceed 5 miles per hour on curves and ten miles per hour on straight track, Tapo Spur (Santa Susana).

Do not exceed 8 miles per hour on curves leading to Rheems Co. and Philadelphia Quartz Co. spurs, Southgate.

Do not exceed 8 miles per hour on spur to Pasadena Orange Growers Association, Pasadena.

Engines heavier than M4 class must not exceed 8 miles per hour on sidings Duarte branch.

Mt and F class engines must not exceed 4 miles per hour on storage track Pomona, or Corral, Scale, Caboose and No. 14 tracks, Colton.

C class engines must not exceed 12 miles per hour between Santa Ana and Dyer, Redlands, Second Street, and Crafton.

Trains or engines must approach Ninth Street crossing Colton not exceeding 10 miles per hour prepared to stop before fouling crossing. When it is seen crossing is clear, trains or engines may proceed without stopping. Engines shoving cars will stop clear of crossing and proceed when crossing is seen to be clear. Cars must not be kicked over this crossing.

On branches where permissible speed is over 15 miles per hour, trains handling large loaded oil cars must not exceed 15 miles per hour except on tangent track Santa Paula, San Pedro, Whittier and Santa Ana branches, 20 miles per hour.

When necessary to move cars ahead of engine do not exceed 20 miles per hour.

Do not exceed 8 miles per hour entering or leaving sidings.

Passenger trains must not exceed 45 miles per hour over railroad crossings Raymer and Bloomington.

Dead or disabled engines must not be moved to exceed following speed:

All rods on, or main or side rods removed, 30 miles per hour.

Main and side rods removed, 20 miles per hour.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

## STRUCTURES LESS THAN STANDARD CLEARANCE

| Mile Post | Between | Height | Description |
|---|---|---|---|
| 441.2 | Hasson and Chatsworth | 20 ft. 2 in. | Tunnel No. 26. |
| 442.9 | Hasson and Chatsworth | 20 ft. 6 in. | Tunnel No. 27. |
| 443.9 | Hasson and Chatsworth | 20 ft. 6¾ in. | Tunnel No. 28. |
| 423.0 | Sespe and Brownstone | 21 ft. 4 in. | Sespe Creek. |
| 432.2 | Piru and Camulos | 21 ft. 4 in. | Piru Creek. |
| 481.7 | Taylor—River Sta. Tower | 21 ft. 6 in. | Footbridge. |
| 482.6 | Mission Junction—Aurant | 21 ft. 9 in. | L. A. River. |
| 547.3 | Motor Jct.-Redlands 2d St. | 19 ft. 6 in. | Mill Creek. |
| 436.0 | Waltz—Tunnel | 17 ft. 10 in. | Tunnel 25. |

| Los Angeles Yard: | Impaired: |
|---|---|
| Califelt Co., eaves, Aurant | Side |
| Western Concrete Co., wall, Aurant | Side |
| Herberger Pickle Co., wall, Aurant | Side |
| Ventura Spur (Texaco Spur), Aurant platform | Side |
| E. Loyd Sash & Door Building, 373 E. 2nd St. | Side |
| Davies Spur, fire escape, Vernon Edler Building | Side and Overhead |
| F. Arbogast Bldg., Commercial and Market | Side |
| L. A. Warehouse, gate, Commercial and Market | Side |
| J. F. Holbrook, gate, 310 Market St. | Side |
| Roberts, Otter & Nelson Bldg., 316 Market St., platform | Side |
| J. F. Holbrook, gate, Market and Jackson | Side |
| Pacific Pipe Supply Co., platform, 1002 Santa Fe | Side |
| Ore Grande Co., platform, 743 Wilson St. | Side |
| International Harvester Co. Bldg., 734 Atlantic St. | Side |
| Old Market Platform, 6th Street | Side |
| Bekins Storage Co., building, 4th and Alameda | Side |
| Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave. | Overhead |
| Paraffine Co., spur, wall, Main and Augusta Sts. | Side |
| Kerkhoff-Cuzner Lbr. Co., gate Alameda and Macy Sts. | Side |
| Peck & Hill spur, shed roof, N. Spring and Alpine | Side |
| Freight House, platform, N. Spring | Side |
| Capitol Mill Co. Spur, gate, building entrance, N. Spring and B. & B. Yard | Side and Overhead |
| "B" Freight Shed, platform, N. Spring | Side |
| L. A. Junk Co. Spur, gate, Roundout St. | Side |
| L. A. Pressed Brick Spur, unloading dock, Alhambra Ave. | Side |
| Oil House Platform, L. A. Shops | Side |
| Sand Blast Shed (door), L. A. Shops | Overhead |
| L. A. Brewery building, L. A. Shops, 1920 N. Main | Side |
| Foot Bridge (East and Westward main tracks, upper tracks 1, 2, 3, 4, 5, 6, 7, and 15) River Station | Overhead and Side |
| Building (River Station), Standard Oil track | Side |
| Scale House (River Station), Lower Track 15 | Side |
| Hub switch stands for derails, Santa Fe Transfer tracks Bull Ring | Side |
| Platform (Greer-Robbins), 48th Alameda | Side |
| Stock Chute (E. F. Snowden), Butte St. Yard | Side |
| Fence (along track 16 L. A. Passenger), 4th and 6th Alameda | Side |
| P. F. E., platform, New Class Yard | Side |
| Kay-Brunner Steel Co. Bldg., Taylor Milling Co. Spur | Side |
| Pacific Rock Products Platform, Taylor Milling Co. Spur | Side |
| Los Angeles River Bridge, West end Midway Yard | Side |
| House track 8 just east College St. | Side |
| L. A. Junk Co., River Station Tower | Side |
| L. A. River Bridge, Mission Jct. | Side |
| Lacey Mfg. Co., Gate frame, and Crane on their spur Inside Yard | Overhead and Side |
| L. A. Warehouse, Commercial and Alameda | Side and Overhead |
| Lead to L. A. Warehouse, Market and Alameda | Side |
| Panama Warehouse Platforms, Market and Alameda | Side |
| Union Hdw. & Metal Co., First and Alameda | Side and Overhead |
| L. A. Ice & Cold Storage Co., Fourth Street plant | Side and Overhead |
| Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles | Side |
| Bohnhoff Spur Buildings, Fourteenth and Alameda Sts. | Side |
| Southern California Hardwood Co., 15th and Alameda | Side |
| Cooper Lumber Co., Spur, Shed, 15th and Alameda | Side |
| Oil Well Supply Co., Building, Alameda at Naud Jct. | Side |
| L. A. Brewing Co., Alhambra Ave. | Side |
| Griffin Wheel Co., Concrete platforms, Vernon | Side |

Santa Barbara:

| | |
|---|---|
| Palmer Gavit private car shed | Overhead |
| P. F. E. icing platform | Side |
| Fleischmann private car shed | Overhead |

| | |
|---|---|
| Ventura—Fence and gate posts Coast Wholesale Co. | Side |
| Summerland—Loading racks Seaside Oil Co. | Side |
| Santa Paula—Corner of packing house | Side |
| Santa Paula—Pump house, siding | Side |
| Elayon—Standard Oil Co. filling racks | Side |
| Pacoima—Telephone pole alongside Bona Fide Broom spur | Side |
| Roscoe—Consolidated Rock Co. bunkers | Both Sides |
| Roscoe—Consolidated Rock Co. sand piles and switch stands | Side |
| Wahoo—Consolidated Rock Co. piles of rock | Side |
| Wahoo—Consolidated Rock Co. rock crusher | Side and Overhead |
| Burbank—Andrew Jurgen Soap Factory platforms | Side |
| Burbank—Moreland Truck Co. spur, platforms and eaves | Side |
| West Glendale—Inner Tube Factory and S. P. freight platforms | Side |
| Glendale—L. A. Basket Co. Bldg. | Side |
| Glendale—Tropico Potteries Bldg. and retaining wall | Side |
| Encino, Canoga Park, and Lapaco stock chutes | Side |
| Van Nuys—Gate at Hammond Lumber Company spur | Side |
| Oxnard—American Beet Sugar Co.: | |
| Track 15 beet dump | Side |
| Track 7, power house and scale house | Side |

Alhambra:

| | |
|---|---|
| Braun Iron Works | Overhead |
| Braun Co. inside fence | Side |
| Huntington Land Co. spur, fence alongside track | Side |
| High line west of station, guy wire on P. E. trolley pole | Side |

Pasadena:

| | |
|---|---|
| Ice house track, Fords Blueing Co. building | Side |
| Freight house platform | Side |

Monrovia:

| | |
|---|---|
| East of Canon Street, one telephone pole | Side |
| Day and Night Water Heater Co., spur, platform and roof | Side |

| | |
|---|---|
| Duarte—Station platform | Side |
| Duarte—Storeroom building, Rivas rock quarry | Side |
| San Marino—One telephone pole | Side |
| El Monte—Ross Construction Co. spur, platform and material piles | Side |
| San Gabriel—Stock chute | Side |
| Crushton—Switch stand on derail No. 3 between P. E. and S. P. tracks | Side |
| Azusa Ave.—Golden Orange Growers Packing House platform | Side |

Pomona:

| | |
|---|---|
| Stine Transfer Company | Side |
| Sunkist Orange Packers | Side |
| Hal Williams Warehouse | Side |
| Pomona Fruit Growers Association | Side |

Ontario:

| | |
|---|---|
| West Ontario Orange Packers, south | Side |
| West Ontario Orange Packers, north | Side |
| Hickey Warehouse Co. | Side |
| Exchange Orange Products Co., both tracks | Side and Overhead |
| Haslett Warehouse Co. | Side |
| Haslett Warehouse Co., east end yard | Side |

Chino:

| | |
|---|---|
| Water tank | Side |
| Sugar tracks No. 4 and No. 5 | Side |
| Libby's Products | Side |

| | |
|---|---|
| South Fontana—Hog Farm No. 1 and No. 2 | Side |

Colton:

| | |
|---|---|
| All loading tracks Cement Plant | Side |
| Orange Packing House north of freight house | Side |
| P. F. E. Track No. 6 and No. 7 | Overhead and Side |
| Roundhouse | Side |
| Colton sand spur | Overhead |

San Bernardino:

| | |
|---|---|
| Southern Pacific Grain Co. | Side |
| I. S. Chapman & Co. | Side |
| P. E. Poles, Colton to San Bernardino | Side |

Highgrove:

| | |
|---|---|
| Stock corral | Side |
| Orange packing house | Side |
| Station platform | Side |

Riverside:

| | |
|---|---|
| Wilson & Company | Side |
| Riverside Foundry | Side |
| Union Oil Company | Side |
| M. J. Johnson & Co., wholesale grocers | Side |
| Sperry Flour Co. | Side |
| Albers Packing House | Side |

| | |
|---|---|
| Loma Linda, station platform | Side |

| | |
|---|---|
| Beaumont, stock corrals | Side |

Redlands, 2nd St.:

| | |
|---|---|
| Auto loading platform | Side |
| Lyons & Sons Packing House | Side |

Crafton:

| | |
|---|---|
| Mutual Orange Distributors | Side |
| Krumn Manufacturing Company | Side |

| | |
|---|---|
| Cabazon—Station platform | Side |
| Banning—Canning Co. spur | Side |
| Mecca—Water track | Side |

Brawley:
- Union Oil Company spur.......Side
- Shell Oil Company spur.......Side
- Shed 28.......Side
- Hammond Lumber Company spur.......Side
- Loading chute corral.......Side
- Katkaru Company shed.......Side

Calexico:
- Yormans-Hunter shed.......Side
- Mt. Signal Produce Shed Track 4.......Side

Verdant—I. D. Aten Shed 1.......Side

Westmorland:
- Pepper Fruit Co. Shed No. 4, drill track.......Side
- Weaver Company Shed No. 5, drill track.......Side
- American Fruit Co. Shed No. 6, drill track.......Side
- Jack Brothers Shed No. 7, drill track.......Side
- American Fruit Co. Shed No. 9, drill track.......Side
- P. Kahn Shed No. 10, drill track.......Side

Compton—Shed in Union Rock Co. plant.......Side and Overhead
(Do not switch cars beyond this point)
Thenard—Platform Republic Supply Co.......Side
Thenard—Advance Truck Co. Spur.......Side and Overhead
(Do not use beyond gate)

San Pedro:
- Drawbridge.......Side and Overhead
- S. P. Slip platform.......Side
- S. P. High wharf 10th Street.......Side
- E. K. Wood Lumber Co., fire house.......Side
- E. K. Wood Lumber Co., drinking fountain.......Side
- Consolidated Lumber Co., platforms tracks 6 and 7.......Side

Long Beach—P. E. trolley wires across tracks at 6th and 7th Sts.......Overhead
Long Beach—Telephone wires at Long Beach Freight House.......Overhead
San Pedro Branch—1000 ft. west of M. P. 495, telephone wires.......Overhead
Vinvale—Bridge 492-D (steel structure).......Side

Whittier:
- U. P. Ry. trestle west end Citrus Assn. house.......Side
- Old Murphy Packing House.......Side

Norwalk—Stock chute and Greenings warehouse.......Side
Buena Park—Beet dump.......Side
Buena Park—American Fruit Growers house, also low switch stands.......Side

West Anaheim:
- Schumacher Warehouse platform.......Side
- Fence on south side of section quarters.......Side
- Anaheim Feed and Fuel Co. platform.......Side

Anaheim:
- At intersections of Los Angeles and Claudena Sts., four fifty-foot poles.......Side
- Valentine Fruit Co. packing house.......Side
- Walnut Growers Association house.......Side
- Lemon and Orange Growers house.......Side
- Adams Brower Lbr. Co. cement house.......Side

Nutwood—S. P. platform.......Side
Stanton: S. P. telegraph pole at scale.......Side
Stanton Jct.—S. P. telegraph wires.......Overhead

Los Alamitos:
- S. P. platform.......Side
- Inside fence of Los Alamitos Sugar Company; following are impaired side clearances: one large pole for power wires, two R. W. posts, two iron pipe posts, two posts of telltales warning of overhead impaired clearance, beet dump, dirt fill for incline track, beet chute, one iron pipe post, fence, two 8 x 8 posts.
- Following overhead impaired clearances inside of fence of same concern: Wooden framework over track and two buildings over track.
- Holly Sugar Co. beet dump.......Side
- Los Alamitos Sugar Co., track rock bunker and machinery.......Side
- Los Alamitos Sugar Co., building.......Overhead
- Los Alamitos Sugar Co., power house.......Side
- Stock chute.......Side
- Water Column No. 2, two-inch pipe.......Side

Santa Ana:
- Oil pipe at round house.......Side
- Railing and portion of building off Santa Fe Wye.......Side
- California Packing House.......Side
- Pipe at Chapmans Cement House.......Side
- Liggetts Warehouse.......Side and Overhead

Dyer:
- Holly Sugar Co.—East and west gates.......Side
  - Scale house.......Overhead and Side
  - Tin warehouse.......Side
  - Brick sugar house.......Side
  - Pipe on post.......Side
  - Post supporting pipe.......Side
  - Electrical shop and rock pile.......Side
- Glass Factory, gates.......Side

Westminster—Beet dump and fence.......Side
Tustin—David Hewes Packing House electric wire.......Overhead

McPherson:
- Consolidated Rock Co., power house.......Side
- Consolidated Rock Co., three chutes, five waste water pipes and bridges Overhead
- Consolidated Rock Co. Cement House, car head and two posts.......Side

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, will not clear man on side of car.

Tracks adjacent to icing platform following points have side clearance of less than 7 feet 8 inches and are restricted to service of Pacific Fruit Express which is defined as icing, heating, ventilating, unloading salt, heating appliances, fuel, storage of refrigerator cars and trains of mixed consist requiring Pacific Fruit Express platform service; Los Angeles, both tracks; Colton, tracks 6 and 7; Calexico, both tracks.

Following water tanks are not standard clearance: Piru, Santa Paula, Guasti, Cabazon, Palm Springs, Pomona, Colton, El Casco and Chino.

Following water columns are not standard clearance: Palm Springs, Moorpark.

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

## SURGEONS

| LOCATION | NAME | TITLE |
|---|---|---|
| San Francisco | Dr. W. B. Coffey | Chief Surgeon and Manager |
| Los Angeles | Dr. G. S. Hall | Assistant Chief Surgeon. |
| Los Angeles | Dr. M. T. Steele | Assistant Surgeon. |
| Los Angeles | Dr. R. W. Starr | Assistant Surgeon. |
| Los Angeles | Dr. E. R. Watts | Assistant Surgeon. |
| Los Angeles | Dr. A. F. Lineer<br>Dr. Elmer Nelson | Visiting Physicians and Surgeons. |
| Los Angeles— | | |
| Inglewood and Hyde Park | Dr. E. D. Charland | District Surgeon. |
| Huntington Park | Dr. D. E. Stewart | District Surgeon. |
| Eagle Rock | Dr. Marion M. Null | District Surgeon. |
| Belvedere Gardens | Dr. J. P. Mortenson | District Surgeon. |
| Hollywood | Dr. R. W. Avery | District Surgeon. |
| Riverside Gardens | Dr. Wm. A. Dashiel | District Surgeon. |
| F. R. Strong Building 7th and Central | Dr. M. H. Burge | District Surgeon. |
| Los Angeles | Dr. Geo. H. Kress<br>Dr. Jos. Goldstein | Oculists and Aurists. |
| Santa Monica | Dr. C. E. Rooney | District Surgeon. |
| Compton | Dr. F. E. Abbott | District Surgeon. |
| Long Beach | Dr. R. G. Young | Emergency Surgeon. |

## SURGEONS—Continued.

| LOCATION | NAME | TITLE |
|---|---|---|
| Wilmington | Dr. W. W. Horst | District Surgeon. |
| San Pedro | Dr. J. L. Bloch | District Surgeon. |
| Downey | Dr. E. H. Welcome | Emergency Surgeon. |
| Whittier | Dr. H. P. Wilson | Emergency Surgeon. |
| Norwalk | Dr. L. J. Otis | District Surgeon. |
| Anaheim | Dr. J. L. Beebe | Emergency Surgeon. |
| Orange | Dr. D. F. Boyer | Emergency Surgeon. |
| Santa Ana | Dr. C. D. Ball | District Surgeon. |
| Santa Ana | Dr. Dexter R. Ball | Assistant District Surgeon. |
| Westminster | Dr. R. J. Johnson | Emergency Surgeon. |
| Pasadena | Dr. Z. T. Malaby | District Surgeon. |
| Pasadena | Dr. H. T. Upshaw | Associate District Surgeon. |
| Monrovia | Dr. W. M. Briggs | Emergency Surgeon. |
| Alhambra | Dr. J. F. Hull | District Surgeon. |
| San Gabriel | Dr. C. L. Magee | Emergency Surgeon. |
| El Monte | Dr. E. D. Farrington | District Surgeon. |
| Puente | Dr. W. W. Schultz | District Surgeon. |
| Covina | Dr. J. B. Marr | Emergency Surgeon. |
| Pomona | Dr. Geo. W. Kellar | District Surgeon. |
| Chino | Dr. C. E. Noggle | Emergency Surgeon. |
| Ontario | Dr. W. M. Chapman | District Surgeon. |
| Colton | Dr. C. F. Whitmer | District Surgeon. |
| Colton | Dr. D. B. Williams | Assistant District Surgeon. |
| San Bernardino | Dr. S. Forsythe | District Surgeon. |
| Riverside | Dr. Thomas A. Card | District Surgeon. |
| Redlands | Dr. E. J. Eytinge | District Surgeon. |
| Banning | Dr. A. L. Brankamp | District Surgeon. |
| Beaumont | Dr. F. D. West | District Surgeon. |
| Indio | Nurse in charge of Emergency Hospital. | |
| Indio | Dr. Russell M. Gray | District Surgeon. |
| Calipatria | Dr. John H. Hutton | District Surgeon. |
| Calipatria | Dr. J. M. Walsh | Associate District Surgeon. |
| Westmorland | Dr. O. C. Long | Emergency Surgeon. |
| Brawley | Dr. J. C. Hill | District Surgeon. |
| Brawley | Dr. G. C. Holleran | Assistant District Surgeon. |
| Imperial | Dr. H. V. Gray | District Surgeon. |
| El Centro | Dr. F. W. Peterson<br>Dr. W. W. Apple | District Surgeons. |
| Holtville | Dr. H. B. Graeser | District Surgeon. |
| Calexico | Dr. T. E. Bartholomew | District Surgeon. |
| Calexico | Dr. A. L. Rice | Assistant District Surgeon. |
| Mexicali | Dr. E. D. Flores | District Surgeon. |
| Yuma | Dr. C. S. Powell | District Surgeon. |
| Yuma | Dr. J. W. Stacey | District Surgeon. |
| Glendale | Dr. N. C. Paine | District Surgeon. |
| Burbank | Dr. David Thomson | District Surgeon. |
| Van Nuys | Dr. Chas. B. Canby | Emergency Surgeon. |
| Canoga Park | Dr. Wm. J. Lakey | Emergency Surgeon. |
| San Fernando | Dr. J. E. Wheat | District Surgeon. |
| San Fernando | Dr. E. F. Kinne | Assistant District Surgeon and Oculist and Aurist. |
| Newhall | Dr. C. F. Peters | District Surgeon. |
| Fillmore | Dr. Will R. Manning | District Surgeon. |
| Santa Paula | Dr. D. G. Clark | District Surgeon. |
| Saticoy | Dr A. W. Cruden | Emergency Surgeon. |
| Moor Park | Dr. F. A. Yoakam | Emergency Surgeon. |
| Oxnard | Dr. Raymond T. Francis | District Surgeon. |
| Ventura | Dr. G. A. Broughton | District Surgeon. |
| Ojai | Dr. C. O. Drace | Emergency Surgeon. |
| Carpinteria | Dr. T. M. Shorkley | Emergency Surgeon. |
| Santa Barbara | Dr. Chas. S. Stevens | District Surgeon. |
| Santa Barbara | Dr. Kent R. Wilson | Assistant District Surgeon. |
| Santa Barbara | Dr. A. B. Steele | Associate District Surgeon. |
| Santa Barbara | Dr. Wm. J. Mellinger | Aurist. |
| Santa Barbara | Dr. G. W. Jean | Oculist. |

**Note.**—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

## HOSPITALS

General Hospital—San Francisco, Cal.
Division Hospital—White Memorial Hospital, Los Angeles, Cal.
Emergency Hospitals—S. P. Emergency Hospital, East Los Angeles, Cal.
S. P. Emergency Hospital, Indio, Cal.

# RATING OF ENGINES—LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

| NOMINAL CLASS | OFFICIAL CLASS | ENGINE NUMERS | Boiler Pressure | Los Angeles to Ontario | Alhambra to Puente, Ontario to Colton | Colton to Los Angeles | Bloomington to Savanna, Stoneman to Alhambra | Colton and Indio | Indio to Yuma | Yuma to Indio | Indio and Niland Amos and Knob | Niland and Araz Jct. via Inter-California Railway Line | Los Angeles to Saugus | Saugus to Los Angeles | Los Angeles and Santa Barbara via Oxnard |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| M— 4 | M—63 20/28 126 | 1615 to 1719 | 190 | 1600 | 3450 | 1850 | 3350 | 940 | 2250 | 2100 | 3300 | 2900 | 730 | 820 | 1700 |
| M— 4 | M—63 20/28 128-S | | | | | | | | | | | | | | |
| M— 4 | M—63 20/28 135-S | | | | | | | | | | | | | | |
| M— 6 | M—63 21/28 150-S | 1720 to 1803 | 200 | 2000 | 4250 | 2300 | 4150 | 1200 | 2800 | 2600 | 4050 | 3600 | 930 | 1000 | 2150 |
| M—6, 8 | M—63 21/28 159-S | | | | | | | | | | | | | | |
| M— 9 | M—63 21/28 150-S | 1804 to 1822, 1828 to 1831 | 210 | 2100 | 4500 | 2450 | 4300 | 1250 | 2900 | 2750 | 4300 | 3800 | 990 | 1100 | 2250 |
| M—11 | M—63 21/28 153-S | | | | | | | | | | | | | | |
| P—1, 3, 5 | P—77 22/28 141-S | 2400 to 2452 | 210 | 1800 | 4200 | 2100 | 4050 | 1000 | 2550 | 2350 | 3750 | 3350 | 800 | 890 | 1950 |
| P— 4 | P—77 23/28 155/B,58-SF | 2400 to 2437 | 210 | 2050 | 4600 | 2400 | 4350 | 1150 | 3050 | 2850 | 4300 | 3800 | 900 | 1000 | 2250 |
| P— 6 | P—77 25/28 172-S | 2453 to 2458 | 200 | 2250 | 5200 | 2600 | 5100 | 1300 | 3200 | 2950 | 4650 | 4150 | 1000 | 1150 | 2500 |
| P— 7 | P—73 25/28 171-S | 2476, 2477 | 200 | 2400 | 5450 | 2800 | 5400 | 1400 | 3400 | 3150 | 4950 | 4400 | 1100 | 1250 | 2650 |
| P—10 | P—73 25/30 181-SF | 2478 to 2483 | 200 | 2500 | 5600 | 3000 | 5450 | 1450 | 3600 | 3300 | 5200 | 4650 | 1100 | 1250 | 2750 |
| P—10 | P—73 25/30 183-B,63-SF | 2484 to 2491 | 200 | 2600 | 5600 | 3100 | 5750 | 1450 | 3900 | 3600 | 5400 | 4850 | 1100 | 1250 | 2850 |
| P—12 | P—73 27/28 189-SF | 3120 to 3129 | 190 | 2600 | 6050 | 3050 | 5450 | 1500 | 3700 | 3450 | 5450 | 4850 | 1200 | 1350 | 2950 |
| C—9, 10 | C—57 22/30 200-SF | 2513 to 2599, 2750, 2752 to 2860 | 210 | 2550 | 5300 | 2950 | 5200 | 1500 | 3600 | 3300 | 5200 | 4600 | 1200 | 1300 | 2700 |
| C—9, 10 | C—57 22/30 194-S | | | | | | | | | | | | | | |
| C— 8 | C—57 22/30 192-S | 2698 to 2749, 2751 | | | | | | | | | | | | | |
| C— 5 | C—57 22/30 187-S | 2624 to 2679 | | | | | | | | | | | | | |
| C— 5 | C—57 22/30 185-S | 2680 to 2693 | | | | | | | | | | | | | |
| C— 5 | C—57 22/30 180 | 2624 to 2679 | 200 | 2300 | 4750 | 2650 | 4650 | 1350 | 3200 | 2950 | 4600 | 4100 | 1050 | 1150 | 2400 |
| C— 5 | C—57 22/30 178 | 2680 to 2693 | | | | | | | | | | | | | |
| F— 1 | F—63 27½/32 273-S | 3600 to 3652 | 200 | 3750 | 7750 | 4350 | 7600 | 2250 | 5250 | 4850 | 7600 | 6700 | 1750 | 1950 | 3950 |
| F—4, 5 | F—63 29½/32 306-B,61-SF | 3668 to 3763 | 200 | 4500 | 8850 | 5350 | 8000 | 2700 | 6600 | 6050 | 11000 | 8000 | 2100 | 2300 | 4800 |
| F— 5 | F—63 29½/32 306-B,62-SF | 3764 to 3768 | | | | | | | | | | | | | |
| Mt—1,3,4,5 | Mt—73 28/30 246-B,60-SF | 4300 to 4376 | 210 | 3500 | 7450 | 4100 | 7250 | 2050 | 5250 | 4850 | 8800 | 6500 | 1600 | 1800 | 3850 |
| SP— 1 | SP—63 $\frac{25}{28-32}$ 316-B,60-SF | 5000 to 5015 | 225 | 5200 | 10500 | 6200 | 9000 | 2900 | 7400 | 6950 | 11900 | 9000 | 2450 | 2700 | 5500 |
| SP—2, 3 | SP—63 $\frac{25}{28-32}$ 317-B,61-SF | 5016 to 5048 | | | | | | | | | | | | | |
| AC—1, 2, 3 | AC—57 $\frac{22-22}{30}$ 441-SF | 4000 to 4048 | 210 | 4800 | 9950 | 5550 | 9750 | 2850 | 6700 | 6200 | 11900 | 8600 | 2250 | 2450 | 5050 |
| AC— 4 | AC—63 $\frac{24-24}{32}$ 475-SF | 4100 to 4125 | 235 | 6750 | 13900 | 7800 | 12000 | 4000 | 9450 | 8700 | 16500 | 12000 | 3200 | 3500 | 7150 |
| AC— 5 | AC—63 $\frac{24-24}{32}$ 483-SF | | | | | | | | | | | | | | |
| | | Allowance for Empty and Underloaded Cars: Less than 40 Ms | | 3 | 3 | 3 | 3 | 3 | 6 | 6 | 6 | 6 | 3 | 3 | 6 |
| | | 40 Ms to 50 Ms | | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 3 | 0 | 0 | 3 |
| | | More than 50 Ms | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Note:** Ratings of through trains East will be those shown in Column No. 1, Los Angeles to Ontario, for the entire district Los Angeles to Colton, to avoid filling out at Ontario.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"E"—Eight-wheelers
"P"—Pacific Type

Example—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$C\text{-}57 \frac{22}{30} 187$$

Rating of engines entering Los Angeles from Firestone Park Subdivision is 10 per cent additional to rating Indio to Yuma.

### MILEAGE

#### Main Lines

| | | | | | |
|---|---|---|---|---|---|
| Saugus to Yuma | S. P. R. R. | | 282.54 | | |
| Santa Barbara to Burbank | S. P. R. R. | | 93.45 | | |
| Inter-California Ry. | I. C. Ry. | Niland to Calexico | 41.70 | | |
| | | Cantu to Araz Jct. | 2.71 | | |
| Total Main Lines | | | | | 420.40 |

#### Branches

| | | | | | |
|---|---|---|---|---|---|
| Burbank | S. P. R. R. | Burbank to Chatsworth Junction | | 20.74 | |
| Chino | S. P. R. R. | Pomona to Ontario | | 9.86 | |
| Covina | S. P. R. R. | Bassett to Pomona | | 17.40 | |
| Declezville | S. P. R. R. | South Fontana to Declezville | | 1.65 | |
| Duarte | S. P. R. R. | Alhambra to Rivas | | 13.96 | |
| Laguna | S. P. R. R. | Colorado to Potholes | | 12.28 | |
| Long Beach | S. P. R. R. | Thenard to Long Beach | | 2.59 | |
| Los Alamitos | S. P. R. R. | West Anaheim to Los Alamitos | | 10.23 | |
| Smeltzer | S. P. R. R. | Stanton Jct. to Wiebling | | 7.78 | |
| Ojai | S. P. R. R. | Ventura Jct. to Ojai | | 15.16 | |
| Pasadena | S. P. R. R. | Alhambra to Pasadena | | 4.76 | |
| Redlands | S. P. R. R. | Bryn Mawr to Greenspot | | 8.94 | |
| San Bernardino & Riverside | S. P. R. R. | San Bernardino to Riverside | | 11.75 | |
| Sandia | I. C. Ry. | Calipatria to Near Holtville | 27.46 | | |
| | H. I. Ry. | Near Holtville to El Centro | 9.73 | 37.19 | |
| San Pedro | S. P. R. R. | Los Angeles to Pt. Firmin | 25.66 | | |
| | L.A.& S.L.R.R. | At Los Angeles | 7.30 | | |
| | P. E. Ry. | At San Pedro | .03 | 32.99 | |
| Santa Ana | S. P. R. R. | Firestone Park to Dyer | | 33.94 | |
| Santa Paula | S. P. R. R. | Montalvo to Saugus | | 45.42 | |
| Tustin | S. P. R. R. | Tustin Junction to Tustin | | 10.64 | |
| Westmorland | I. C. Ry. | Calipatria to Westmorland | | 12.79 | |
| Whittier | S. P. R. R. | Studebaker to Whittier | | 5.91 | |
| Total Branches | | | | | 315.98 |
| Total Los Angeles Division | | | | | 736.38 |

### TRAINMASTERS

E. J. KELLUM..............Los Angeles Yard
C. L. ZWICK................Los Angeles Yard
B. W. MITCHELL......................Indio

### CHIEF TRAIN DISPATCHER

J. A. DAY.....................Los Angeles

### ROAD FOREMAN OF ENGINES

FRANK La FOND............Los Angeles

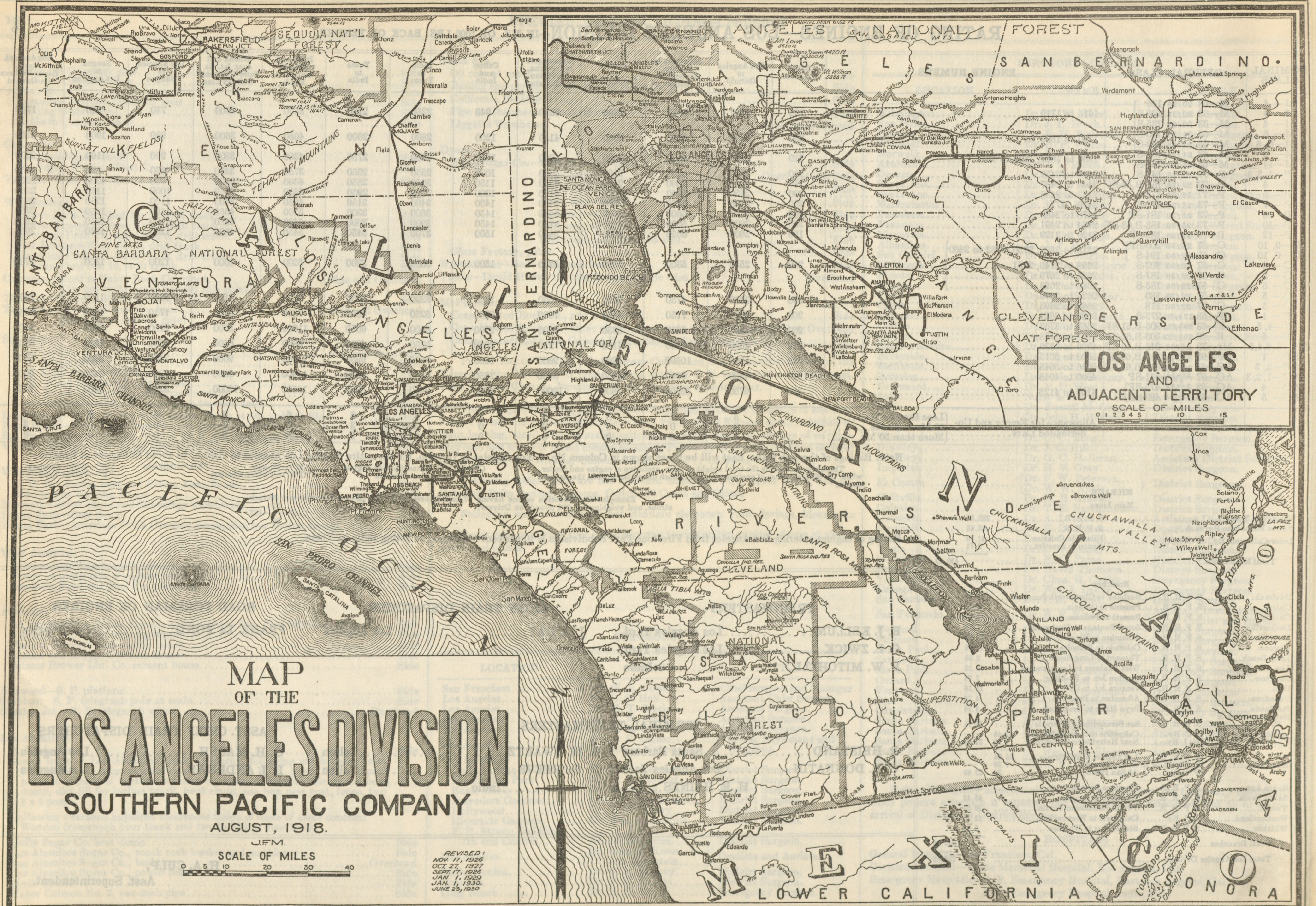
### TERMINAL TRAINMASTERS

R. HEISTAND................Santa Barbara
G. E. DONNATIN...........Los Angeles Yard
A. M. SWARTZ.......................Colton
E. G. REEVE..........................Colton
H. R. HAINES........................Indio

### ASST. CHIEF TRAIN DISPATCHERS

G. H. MARSH................Los Angeles
L. J. ANDREWS.............Los Angeles

H. A. CULP,
Asst. Superintendent.


LOS ANGELES
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15
ANGELES NATIONAL FOREST
SAN BERNARDINO
LOS ANGELES
ORANGE
RIVERSIDE
CLEVELAND NAT FOREST
CALIFORNIA
KERN
SANTA BARBARA
VENTURA
SEQUOIA NAT'L FOREST
SANTA BARBARA NATIONAL FOREST
TEHACHAPI MOUNTAINS
SUNSET OIL FIELDS
SANTA BARBARA CHANNEL
PACIFIC OCEAN
SAN PEDRO CHANNEL
SANTA CATALINA
SAN DIEGO
IMPERIAL
SALTON SEA
CHUCKAWALLA VALLEY
CHOCOLATE MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
ARIZONA
COLORADO RIVER
YUMA
MEXICO
LOWER CALIFORNIA
SONORA
BAKERSFIELD
MOJAVE
LOS ANGELES
SAN BERNARDINO
RIVERSIDE
SANTA ANA
EL CENTRO
CALEXICO

# MAP
## OF THE
# LOS ANGELES DIVISION
## SOUTHERN PACIFIC COMPANY

AUGUST, 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

REVISED:
NOV. 11, 1926
OCT. 27, 1927
SEPT. 17, 1928
JAN. 1, 1929
JAN. 1, 1930.
JUNE 25, 1930